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SCOTTISH LETTER

THE LOCAL OPTION POLL PROPOSED FOURTH OPTION.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 28th.

The holiday season is practically over, and one of the first great duties facing the Scottish citizens is the November poll on the Scottish Temperance (the Local Veto) Act. Since I last wrote you on this subject a quiet but great change has come over the electorate. It may have little or no chance on the morning poll—indeed it cannot have much—but all parties recognise that the way is being paved for fresh legislation on what may be called centre party lines. It is generally agreed that drunkenness is an evil, and that the public-house stands in urgent need of reforming. Is there not in that agreement common ground for action? Can moderate opinion not unite in forcing an issue on the lines of eliminating abuse and the inducements to abuse? Unfortunately the Scottish Temperance Act gives us help in that direction. As has been repeatedly pointed out in this letter, the Act gives in reality only two options—"No Change" or "No Licence." In theory neither is satisfactory, and the defects of the Act, which has only one other option—the useless one of "Limitation"—become convincingly apparent. It may be both hoped and expected that this point will receive consideration at the meeting of the forthcoming campaign. It is one of the most encouraging directions to which the temperance reformer can turn, for it opens up a prospect of constructive measures for dealing with the drink evil which are entirely beyond the scope of the existing Act. There is happily abundant evidence that the public mind is moving towards a fourth option. The Institution recently in Edinburgh of the Public House Reform League was an important step, and although the League were not successful in obtaining an amendment of the Act this year, the work will go on. Such speeches as that delivered by Bishop Drane in addressing the Synod of the Diocese of Aberdeen and Orkney are a powerful help. His statement that "a large body of opinion found the Act to be unsatisfactory and imperfect" is no more than the bare truth. His contention that "No Licence" makes one law for the rich and another for the poor will be difficult to controvert; and so will his statement that a large body of opinion sees in the reformed public-house, "with disincentives, management and every inducement offered for so-called temperance drinks," a way to effect "the most beneficial change in the drinking habits of the people." Other influential leaders of our social life are delivering similar messages to the Churches and the people. And it is emphatically plain that "No Licence" is not the only alternative to "No Change."

AFRAID THEY MAY HAVE TO PAY RATES.

The free gift to crofters in Lewis of the holdings which they at present occupy is one of the provisions in Lord Lewis's gift of his properties in the island for the benefit of the islanders. The crofters are now busy discussing the gift, and it will surprise most people to learn that they are in doubt as to whether they should accept the land. One element of the question which is regarded as of considerable importance is that of the payment of rates. The collection of rates from crofters has always been a difficulty in Lewis, as elsewhere, and if the crofters should become the proprietors of their crofts, default in the matter of rate-paying might have consequences not so easily evaded as where the Local Authorities have to deal merely with tenants. What the crofters really want—or some of them—is the land free of rates.

LORD MORLEY.

Lord Morley was looked upon as an orator in Scotland—though not as a great one. He was heard at his best, in my opinion, when speaking in his political home, the Montrose Burghs, where he was much more effective than in the House of Commons, and I may say that I listened to him many hundreds of times. His speeches in the House, though full of substance and debating points and always fervent, were never so inspiring as his platform deliverances. In fact his maiden speech was a failure. The voice which was rather high pitched, with soft tones, rather than sonorous, seemed unsuited to the Chamber, and he had a habit of turning round frequently, which imposed a further limitation upon the effect of his eloquence. At meetings he had a supreme facility of at once becoming intimate with his audience, and with few exceptions he held them to the end.

One of these exceptions was at a meeting which I attended more than 25 years ago in a small hall in a small town which shall be nameless. It was a Saturday night, and a considerable proportion of the audience were the worse for liquor. Several tipsy men stood leaning against the platform, and interrupted the speaker constantly with their conversation and frequent expletives. Stupid drunken interruptions also came from other parts of the hall. Mr. Morley's patience must have been sorely tried, but he showed no sign of anger and made no protest. He simply bent down to the reporters with a tolerant smile, and rapidly addressed the remainder of his speech directly to them. When the disorder had finished, the interrupters were dismayed to learn that the speech was over.

When following Lord Morley in old days in his political campaigns journalists received from him a great deal of consideration and kindness. Sometimes, when statements and journalists lodged in the same hotel, he would honour the newspaper representatives with his company for an hour before retiring, and he appeared thoroughly to enjoy a reunion with members of his own craft. On such an occasion I remember to have made a special request to hear one of the company who was a singer of repute, give a Scottish song—I think it was "Mary Morrison"—which he had heard the previous night while resting in an adjoining private room after an arduous day of political excitement. He had been deeply touched at such a moment by the simple melody and sentiment of the song.

ENGLAND OR BRITAIN OR—

The latest tract of the Society for Pure English opens up a question which has long been of interest to Scots, especially those of a purview type. As is well known, dwellers north of the Tweed object to the use of the words England and English to denote these islands and their inhabitants, and when an English politician addresses a meeting here he has to be warned to use the word Britain. Many a guileless Sassenach has come to grief in this pitfall. Of late years Rhetoric Overseen have also taken part in the objection. Great Britain and Ireland, the United Kingdom, are familiar designations, but they do not include the Colonies and Dependencies; when these are thought of British Empire is the name most in use; occasionally the British Commonwealth, not a satisfactory title, since there are Commonwealths within the Empire. For adjectives we have British and Britannic (often used in France), but again there will not do when citizens of the Empire beyond the home-frontiers are in question. Then, what is to be the name of the individual citizen of the Empire? British or is heard abroad, particularly in the United States, but with a suspicion of depreciation, and, although Freeman and Stevenson use it, it is not generally acceptable, nor would it serve to designate a member of the Empire. "Rule Britannia" declares Britons never shall be slaves, and Wolfe leaves Moore at rest in the grave where a Briton has laid him, but Britain has not caught on. Historically, as in Scott's "Betrother," Briton and British designate the earlier inhabitants of this land as distinct from the Saxons and Normans, who entered it later, and even so it does not include the other Celts of these islands.

OUR TREMBLING EARTH.

It is not generally known "furth of Scotland" that there is a well-defined seismic belt in the Central Highlands of Scotland, and that the inhabitants of Comrie, Auchterarder, Dunblane, Bridge of Allan, and the towns of the Ochil know just what is meant by a "seismic disturbance." Once while skating in this region we felt the ice heaving in an uneasy way—inevitably because the pond was merely a flooded field, with the ice adhering to the grass and with no deep water to account for the heaving. And then the ice cracked loudly and was shivered into thousands of fissures, and all to spoil our skating. When we got home we heard that an earth tremor and passed over the district and had rocked houses as well as skating-ponds.

On another occasion while three of us campers were sitting on a plot of ground on the Battlefield of Sheriffmuir, we heard a low rumble like a heavy mineral train crossing a girder bridge—a strange sound to break upon the vast expanse of silent moor. As we debated what it could be we all three felt ourselves swaying very slightly. "Oh! an earthquake!" we said simply—for when one has come to rest safely after rocking with the hillside one is not inclined to be garrulous.

By the way, the opinion is held in certain quarters that the earthquakes are most frequently felt at the closing hour of places within the meaning of "the Act," and that they have not been so common since Auchterarder went "dry!"

SOMETHING OF A COINCIDENCE.

A husband and wife have just been tried in Glasgow for what is called the "go-cart" murder. The husband was discharged and the wife condemned. After the trial I was a witness to a little scene in one of the alcoves of the lobby. In animated conversation with the libel-rated man was Mr. T. B. Simpson, advocate, who assisted in the Crown prosecution. For some time the chat lasted, and the men parted seemingly on the best of terms. Catching sight of me, Mr. Simpson remarked, "Well, how's that for the long arm of coincidence? I've been wondering all through the trial where I had seen Newell before, so I asked him just now. He remembered me all right. He was one of my platoon in France in 1916. I was then a 'loot' in the 11th Royal Scots, and he was one of my lads. We were in the same trench for a long time. Isn't it remarkable?" I agreed.

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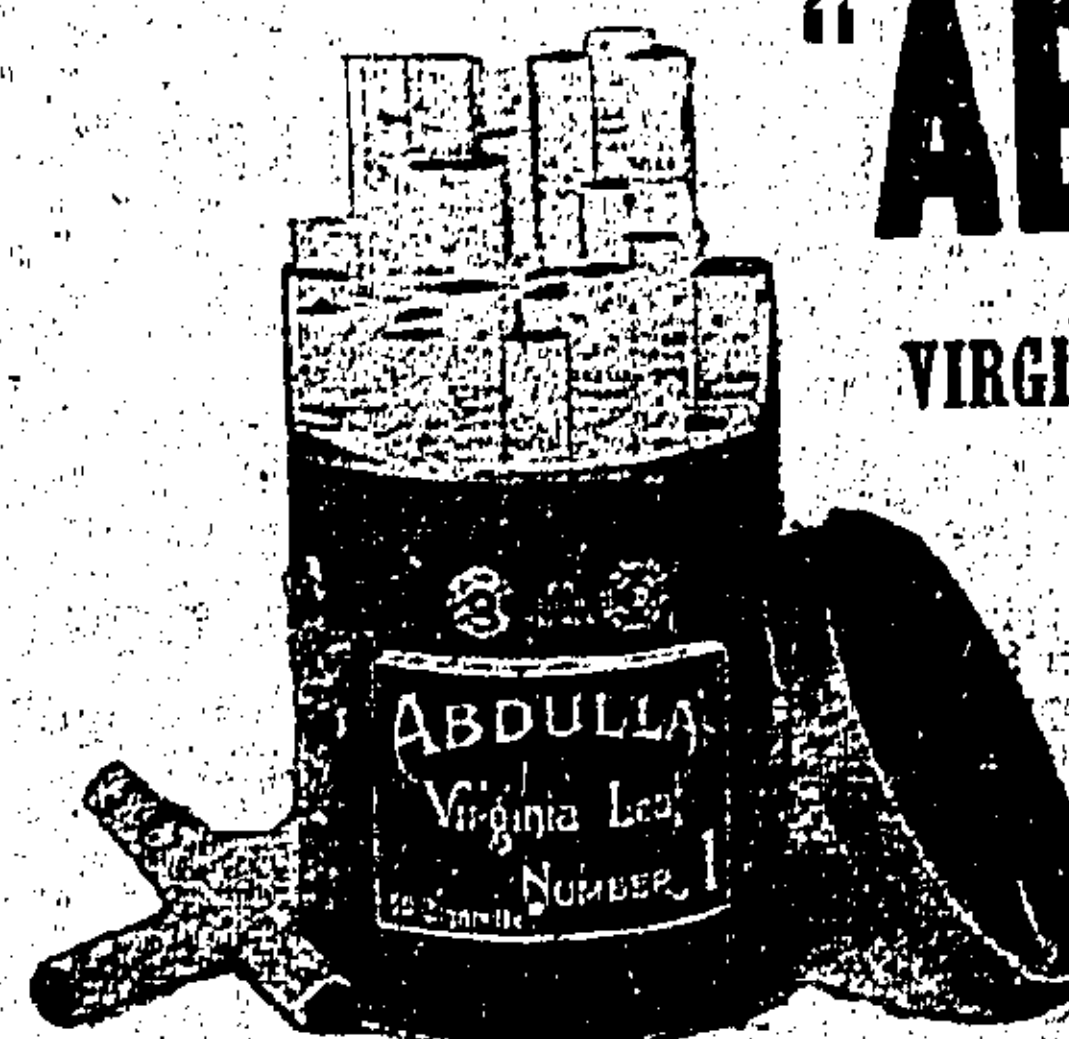
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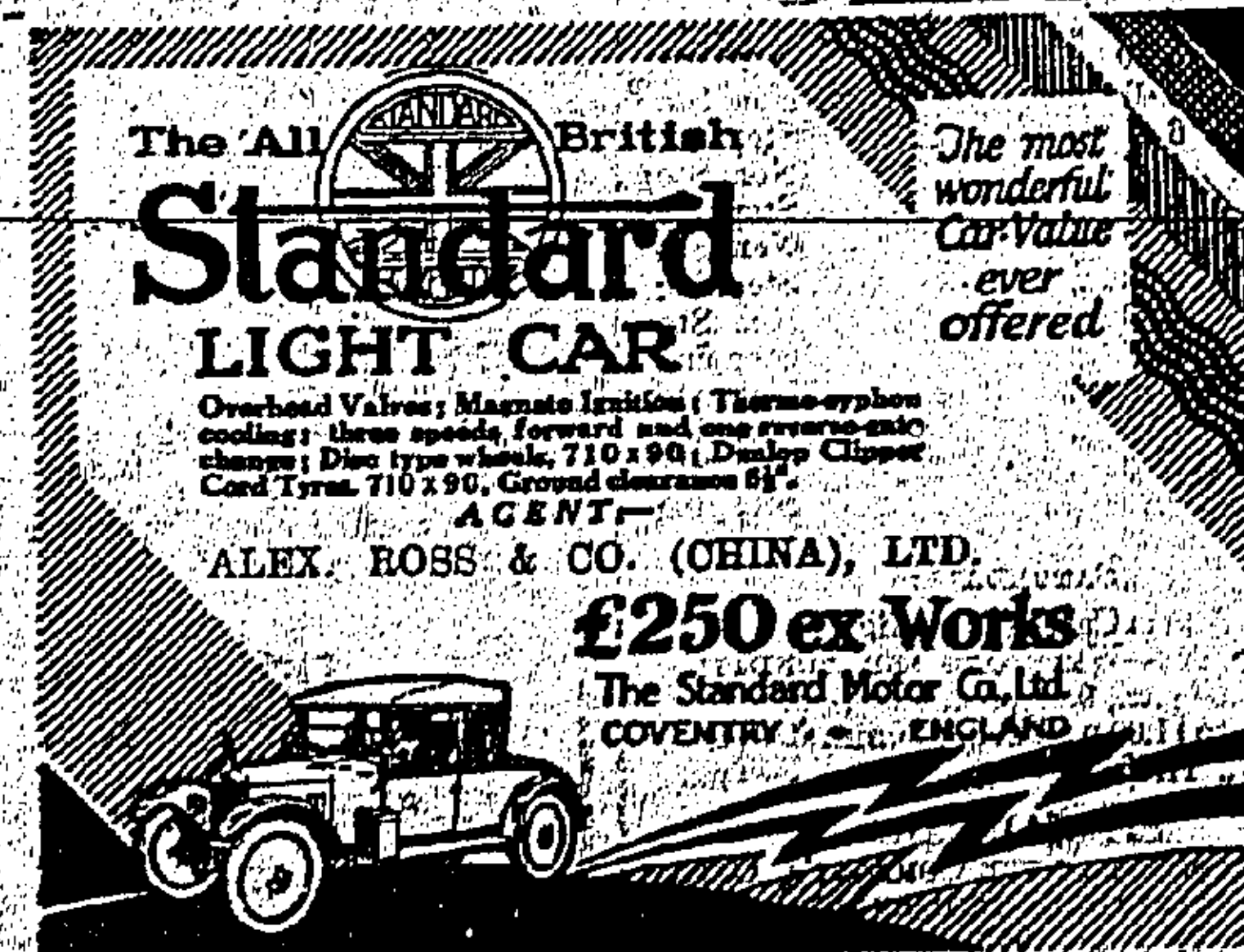
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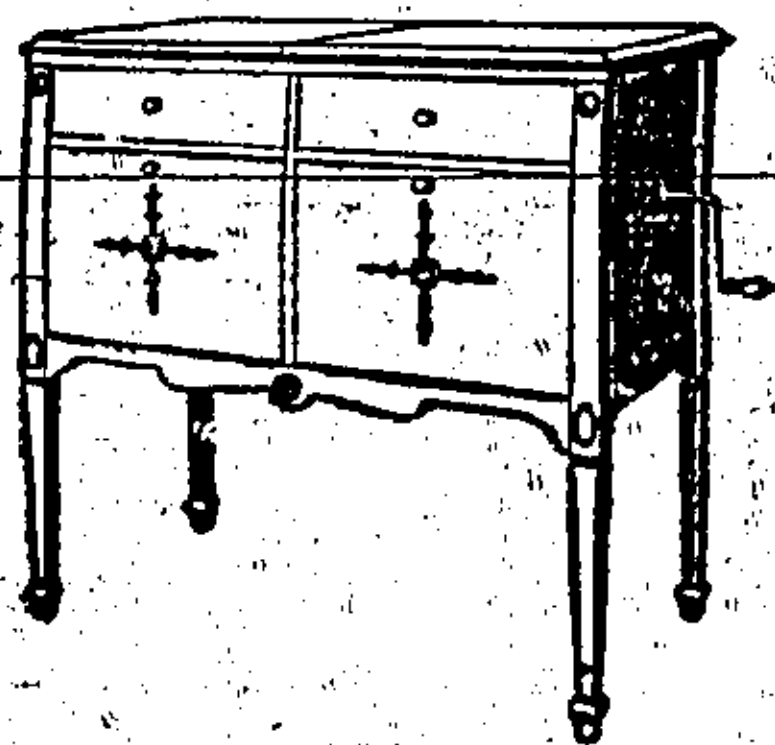
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COMPANY MEETINGS.

THE SHANGHAI HOTELS, LTD.

An extraordinary general meeting of the Shanghai Hotels, Limited, was held at the Hongkong Hotel yesterday morning. Mr. J. Scott, Harston, presiding. There were also present: Mr. J. H. Taggart, Managing Director; the Hon. Mr. P. H. Holsman, Mr. E. M. Redmond and the Hon. Mr. R. Lowe, Directors; Mr. W. J. Hawker, Secretary, and the following shareholders: Messrs. T. A. Barry, F. C. Barry, J. P. Bourne, A. W. Smith, S. C. Cook, and H. J. B. Norton. The total number of shares represented was 64,523. Mr. M. H. Turner, Solicitor of Messrs. Deacon, Harston and Shenton, was in attendance.

The CHAIRMAN said: Gentlemen.—This meeting has been convened for the purpose of confirming as special resolutions the four resolutions which were passed as extraordinary resolutions at the extraordinary general meeting of this Company which was held here on October 15th. You will remember that at that meeting I dealt at some length with the subject matter of the resolutions in question, and I do not think it necessary to deal further therewith at this meeting, except to remark that the confirmation of those resolutions as special resolutions is necessary in order to comply with the provisions of the Hongkong Companies Ordinance.

I accordingly beg to propose the confirmation as a special resolution of the first of the said extraordinary resolutions, namely:—

(1) That it is expedient to effect an amalgamation of this Company with The Hongkong Hotel Company, Limited, whose registered office is situated at Victoria in the Colony of Hongkong and with a view thereto that this Company be wound up voluntarily and that Walter John Hawker of Victoria in the Colony of Hongkong be and he is hereby appointed liquidator for the purpose of such winding up with full power to delegate all or any of his duties as he in his absolute discretion may think fit for the purpose of appointing a person or corporation in Shanghai in the Republic of China to act in conjunction with him and under his control and as his agent for the purpose of carrying out such liquidation.

and I shall be much obliged if some shareholder will kindly second that Mr. S. C. Cook seconded and the resolution was carried unanimously.

The CHAIRMAN: I now beg to propose the confirmation as a special resolution of the second of the said extraordinary resolutions, namely:—

(2) That the conditional agreement submitted to the meeting for the amalgamation of this Company with The Hongkong Hotel Company, Limited, upon the terms (inter alia) of the acquisition by The Hongkong Hotel Company, Limited, of the complete undertaking, business, goodwill and property of this Company in return for the issue to members of this Company (other than The Hongkong Hotel Company, Limited) of two shares of The Hongkong Hotel Company, Limited, of the nominal value of ten dollars (\$10.00) each credited as fully paid up in respect of each and every complete share held by such members of this Company respectively, be and the same is hereby approved and that the liquidator be and he is hereby authorised pursuant to Section 185 of the Companies Ordinance 1911, to adopt the said agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said liquidator may think expedient.

and I shall be glad if some shareholder will kindly second that Mr. J. P. BOURNE seconded and the resolution was carried unanimously.

The CHAIRMAN: I now beg to propose the confirmation as a special resolution of the third of the said extraordinary resolutions, namely:—

(3) That the aforesaid shares of The Hongkong Hotel Company, Limited, shall be allotted to such aforesaid members who are on the register of shareholders of this Company on the date of the confirmation by this Company of the special resolution confirming the said conditional agreement.

and I shall be glad if some shareholder will kindly second that Mr. T. A. BARRY seconded and the resolution was carried.

The CHAIRMAN: I now beg to propose for confirmation as a special resolution of the fourth of the said extraordinary resolutions, namely:—

(4) That the Liquidator be and he is hereby authorised to give such consent as may be necessary to the name of The Hongkong Hotel Company, Limited, being changed to "The Hongkong and Shanghai Hotels, Limited."

and I shall be glad if some shareholder will kindly second that Mr. A. W. SMITH seconded and the motion was carried.

This was all the business before the meeting.

THE HONGKONG HOTEL CO., LIMITED.

At the conclusion of the above meeting an extraordinary general meeting of the Hongkong Hotel Company, Limited, was held, Mr. J. Scott, Harston, presiding. There were also present: Mr. J. H. Taggart, Managing Director; the Hon. Mr. P. H. Holsman, Mr. E. M. Redmond and the Hon. Mr. A. R. Lowe, Directors; Mr. W. J. Hawker, Secretary, and the following shareholders: Messrs. A. W. Smith, H. J. B. Norton, U. M. Omar, H. J. White, T. R. Parsons, B. E. Maughan, R. L. Bridger, N. V. A. Croucher and Mr. F. H. Pentecost, representing Mr. V. M. Grayburn. The total number of shares represented at the meeting was 191,110. Mr. M. H. Turner, of Messrs. Deacon, Harston and Shenton, was in attendance.

The CHAIRMAN said: Gentlemen.—As you are no doubt aware at the meeting of The Shanghai Hotels, Limited, which was held in this room a short time ago this morning, certain resolutions were confirmed as special resolutions which had the effect of authorising the amalgamation of The Shanghai Hotels, Limited, with this Company, and which placed The Shanghai Hotels, Limited, in liquidation for the purpose of enabling such amalgamation to be effected.

Under these circumstances, at this time, I am acquiring the undertaking, business and assets of The Shanghai Hotels, Limited, your Board of Directors consider it advisable to change the name of this Company from its present one to that of "The Hongkong and Shanghai Hotels, Limited," and they have no doubt that you will agree that such change is very desirable.

I therefore beg to propose the following resolution as an extraordinary resolution, namely:—

That the name of the Company be changed to "The Hongkong and Shanghai Hotels, Limited."

and I shall be glad if some shareholder will kindly second that Mr. R. L. BARNES seconded and the motion was carried.

This concluded the business before the meeting.

THE PRESTIGE OF STERLING.

A FRENCH VIEW OF THE CAUSES OF OUR UNEMPLOYMENT.

In an article headed "Ruinous Amour Proper," Senator Henri de Jouvenel writes in the *Matin*:—

"Great Britain, since the peace, has sacrificed her prosperity to her monetary prestige. It was by disturbing the solidarity of the exchange rates in the month of March, 1919, that Great Britain ruined her trade and industry and created that unemployment of which she to-day bears the marks. She has sacrificed her production for the honour of the pound sterling so that it might recover its parity with the dollar. British statesmen have sacrificed the economic interests of their country to their monetary pride. It was in order to maintain the prestige of the pound sterling that the British Government concluded with the United States a separate agreement regarding her debt, and this agreement makes the solution of the problem of reparations and inter-allied debts more difficult.

"In following this high-minded policy Great Britain is within her rights. All that we can do is to do no harm to us the consequences of an action that we had nothing to do with. Even if we leave the Ruhr, even if we pay Great Britain's debt to America, unemployment will still continue across the Channel. It will only cease when the solidarity of the exchange rates has been established and in proportion as that solidarity spreads throughout Europe."

NEW YORK'S RENT PROBLEM.

Inquiry shows that under present circumstances the majority of New Yorkers must pay one-fourth of their income for the rent of apartments. There is no lack of accommodation for a small family at about \$20 per month with a year's lease, but most people are unable to pay so much. To help the working classes the authorities contemplate a plan by which all two-house dwellings costing less than \$2,000 to construct will be relieved of taxation for ten years. In the meantime building land in most American suburbs is booming, the cost of building material and labour is exceedingly high, and the way is paved probably for a real-estate slump as soon as the boom collapses.—*Daily Telegraph*.

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CORRESPONDENCE.
RENDITION OF WEIHAIWEI.
[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—On various occasions during the past two years you have published articles and letters from me in some of which occurs the expression, "Prophet of Smooth Things"; and in some quarters the impression seems to prevail that, in reality, one has been indulging in veiled attacks on a particular individual, or individuals. Anonymous attacks in newspapers are not only extremely reprehensible, but it ought to be obvious to all concerned that no responsible newspaper would publish them.

With your permission, Sir, I should like to explain that the expression in question is merely an attempt to personify the views of those, their name is "Legion," who are opposed, on one ground or another, to the adequate protection of private interests; of the man who cries, "Peace, peace when there is no peace," of the people, to be found both among civilians and officials, who would have us believe that this withdrawal of the British administration and the direct protection of our flag will involve this small community in no real loss. There are even some—fit subjects, in my opinion, for medical examination as to their mental condition—who would have us believe that phenomena of a miraculous nature are about to occur; that the loss of status as a free port will lead to no loss; that the measure of prosperity that has come to Weihaiwei as a British dependency will be maintained after the erection of a customs barrier; that in the typical Chinese official change of heart is impending; and that, *mirabile dictu*, a group of Celestials are about to take over the administration of the Territory of Weihaiwei who will be distinguished for their efficiency and, above all, for their honesty!

If *ex parte* statements and assertions of this nature are to be allowed to pass unchallenged and unchallenged, it has seemed probable that private interests might suffer more or less serious loss. However this may be, I hope you will agree, Sir, that nothing that has appeared in your columns from your Weihaiwei correspondent has exceeded the bounds of fair comment on a matter of public interest.

When all is said and done, public opinion in our last and highest court of appeal, and if the man-in-the-street decides that the British subjects who settled at Weihaiwei are having a square deal, nothing is needed to be said; and the people who have settled there had better turn to and make the best of a bad job. There can, however, be little doubt as to the opinion our friend in the street will entertain if he is put in possession of all the facts. Hence the leading article in the *North-China Daily News* of 11th instant is both timely and very much to the point in the opinion of those who stand to lose most, the more so that it states that in some respect "the residents of Weihaiwei are most fully entitled to sympathy."

All who have interests at Weihaiwei will probably endorse the editorial view, as given in this article, that our dis-appointments and losses are in no sense due to the British Representatives on the Retrenchment Commission who have done better than might have been feared. On the contrary, we all probably agree that they are in no way responsible for the predicament in which these British subjects find themselves; that the blame must be ascribed entirely to the British Delegation at the Washington Conference; and that the responsibility rests chiefly on Lord Balfour's shoulders. But is it fair that private interests here should suffer for an amazing blunder perpetrated at Washington in an atmosphere charged, as it seems to have been, with an atmosphere of "maudlin sentiment," resulting in the "obfuscation of common sense," which common sense we have been accustomed to associate with British diplomacy as a rule?

The attitude of the London Government is decidedly puzzling. The first reply to local petitioners was a narrative of occurrences at Washington, giving Lord Balfour's stipulations for the protection of private interests, as set out in his note of February 3rd, 1922, addressed to Mr. Alfred Sze. A second communication asserted that, in the opinion of the Secretary of State, there would be no losses, "if the Washington arrangements are carried out." The third is an absolute repudiation of liability, with, so far, no reasons given.

For the ordinary man to reach a just conclusion, the following questions and the answers to them will require consideration.

- 1.—Were the people who settled at Weihaiwei prior to 1907 given satisfactory assurances that the lease would endure as long as Port Arthur remained in the occupation of another Power? The answer is in the affirmative.
- 2.—When is the Port Arthur lease due to terminate? In 1907.
- 3.—Did any responsible official warn British subjects as to the risk they might be running?—The answer is in the negative.
- 4.—Were they encouraged to invest their money in the Territory?—The answer is in the affirmative.
- 5.—Was Lord Balfour making a virtue of necessity in offering to restore Weihaiwei to China? No, Lord Balfour stated that Great Britain was prepared to return her leasehold, if it would "promote a general settlement."

The consequences of the mistakes of the Washington Conference have yet to be realized. The most unsatisfactory of the terms of rendition is that referring to municipal affairs. There is to be a "municipal area" without a municipal council. There will be a "committee" to "advise" the local Chinese administration; the committee will have no "powers" whatever! If the foreign members of this committee are to get anything done, they

(Continued at foot of next column.)

10000 SUPERFLUOUS OFFICIALS IN PEKING.
TEN MILLION DOLLARS REQUIRED TO SETTLE ARREARS OF PAY.

The Asiatic News Agency says:—The mandate dismissing superfluous officials was promulgated at the suggestion of Mr. Hsiung-Hai-Lan, ex-Bureau Minister, but it has been estimated that a sum of more than \$10,000,000 is required for the payment of the arrears due to the officials to be dismissed. The number of superfluous officials to be dismissed are roughly as follows: 800 advisers and councillors in the President's Office appointed by the last President, and 300 by the present President, and about 100 in the Secretariat of the President's Office; 800 in the four bureaux and the Reunification and Political Discussion Committees of the Cabinet Office; 700 in the Ministry of Finance; 400 in the Central Salt Administration; 300 in the Ministry of Communications and its four Railway Offices; 1,000 in the Ministry of Agriculture and Commerce; 200 in the Ministry of Education; 100 each in the Ministries of the Navy, of the Interior and of Justice; 100 in the Ministry of Foreign Affairs; about 2,000 in the Ministry of War; 400 in the Marshal's Office, and some in the Aviation Department, Shui Wu Chu, etc. The total number of superfluous officials in Peking alone is no less than 10,000 men, being four times more than the number provided for in the official system of the First Year of the Republic. The above numbers do not include the numerous substantive posts created in the various Ministries since the 1st Year, nor the numerous appointments made in the offices of the High Military Inspectors-General and the office of the Commander-in-Chief of the Metropolitan Guards. In the 3rd Year of the Republic the expenditure of the Ministry of Finance alone was \$30,000,000, but it is now \$250,000, and per month, but the other organs have increased their respective expenditures proportionately. For the payment of the arrears it is necessary for the Ministry of Finance to issue a loan of more than \$10,000,000.

[Another report says that according to a report by the Ministry of Finance, the arrears due to the officials of the various offices and departments amount to \$9,784,300, and that to the police and troops \$17,503,200. In a recent interview President Tsao Kuo-tung told General Feng Yu-hsiang that within a few days a sum of \$3,000,000 will be raised by the Ministry of Finance for the payment of one month's salary of all officials. The President is confident that before long means will be devised for the payment of all the arrears.]

THE NEW BROOM IN PEKING.
THE ACTING PREMIER'S REFORM PROGRAMME.
[ASIATIC NEWS AGENCY.]

Mr. Kao Lin-wei, Acting Prime Minister, has spared no effort in reforming the financial administration of the Government, and at a recent meeting of the Cabinet he brought up a bill for the improvement of finances, which was passed. It contains the following clauses:

1. The National Budget of the 3rd year of the Republic shall be adopted for the time being.
2. That the President be requested to instruct the provinces which are still loyal to the Central Government to send their usual monthly remittances for the administrative expenses of the Government.
3. The expenses of any office or department exceeding the amount fixed by the budget of the 3rd year shall be immediately reduced.
4. The official system of the 1st year of the Republic shall be restored, such appointments not provided for in the staff registers for that year to be cancelled at once.
5. All offices and departments not included in the official system of the 1st year of the Republic shall be abolished.
6. The Ministry of Finance shall issue the 12th Year Loan for the payment of the arrears due to all the officials, and hereafter the Ministry should never again owe the pay of Government employees. Nor should any Ministry or Bureau be allowed to create sinecure posts and increase the amount of expenses fixed by the above mentioned Budget.
7. That the President be requested to issue a mandate restoring the national budget of the 3rd year of the Chinese Republic.

MANDATE DISMISSING SUPERFLUOUS OFFICIALS.

A mandate dismissing superfluous officials and abolishing unnecessary organs has been promulgated and the various Ministries have been busy in executing the same. The mandate runs as follows: "The object of appointing officials is for the management of the Government affairs. They are therefore paid in accordance with their services, but not in order to provide them with a living. During the last few years more positions have been created, and the laxity of official discipline has offered opportunity to men of inferior qualification. Consequently those really performing their duties to the best of their ability have been left unpaid, while idle hands have been fattened by official lands while they have been doing nothing for the Government. Unless reform be immediately effected, the situation will become worse. The Cabinet is hereby ordered to consult with the various Ministers to reduce the expenses after dismissing the superfluous officials and abolishing unnecessary organs within the space of one month. As to the arrears due to the dismissed officials, the Ministry is hereby instructed to devise means to meet the requirements."

may succeed by "tactfulness." Ye Shaoen of Palmerston and Disraeli, bear witness!—Y. am, etc.

YOUR CORRESPONDENT
Weihaiwei, October 22nd, 1923.

CANADIAN PACIFIC
TO
MANILA.

Commencing with the arrival from Vancouver of the "Empress of Russia," 25th March, the Canadian Pacific will inaugurate a New service between Hongkong and Manila by the Steamers "Empress of Russia" and "Empress of Asia."

Leaving Hongkong regularly on the Wednesday after arrival from Vancouver the Steamers will arrive at Manila, Friday Morning, leave Manila Saturday Evening and arrive back in Hongkong, Monday Morning 7 a.m.

CANADIAN PACIFIC.

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Freight and Express: Tel. 42. Cables: NAUTILUS.

[1500]

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WORLD THEATRE

TO-DAY, at 5.15 p.m. & 9.15 p.m.

LEW CODY
in
"THE BUTTERFLY MAN"

A Story of Human Interest and Heart Appeal.

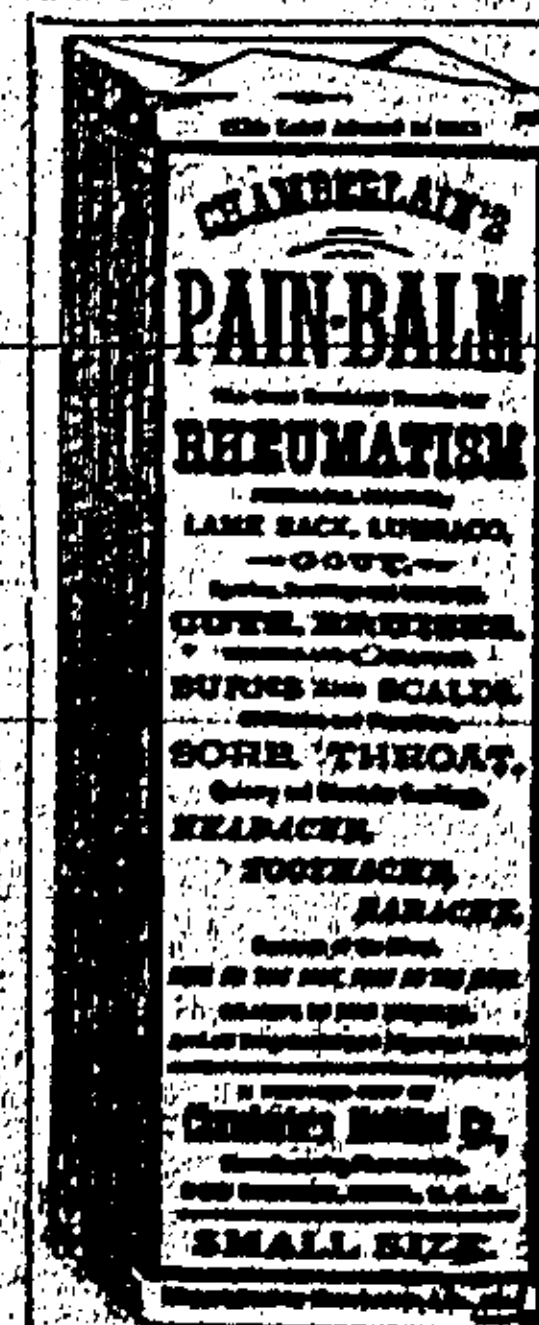
Also

"JAPAN AFTER EARTHQUAKE"

A Picture showing Ruins of Branch Offices of Local Concerns (Standard Oil Co. and H.K. & S. Bank, etc.)

USUAL PRICES.

BOOKING AT THE THEATRE



Chamberlain's Pain Balm

Cures

Rheumatism, Lame Back,
Pains in the Side and Chest,
Burns, Scalds,
Sore Muscles, Headache, Toothache,
Cuts and Bruises.

Sold Everywhere.

THE DELUGE.

NEARLY 16 INCHES OF RAIN IN 24 HOURS.

COMPARISONS WITH PAST RECORDS.

EXTENSIVE DAMAGE TO ROADS.

During the twenty-four hours ended at 10.30 a.m. yesterday the total rainfall in Hongkong, as registered at the Royal Observatory, was 15.91 inches. The following are the recorded falls at the various reservoirs:—

Pokfulam	15.9 in.
Taitam	11.55 in.
Taitam-tuk	9.10 in.
Wong-wei-cheong	15.80 in.
Kowloon	11.00 in.

At the Matilda Hospital the register showed a fall of 18.80 inches between 9 a.m. on Tuesday and 9 a.m. on Wednesday. At the Botanical Gardens the fall was 11 inches; and at Taipei, between 8 a.m. on Tuesday and 8 a.m. on Wednesday, only 4.5 inches were recorded.

RECORD RAINFALLS.

Most of this rain fell during the night. From the Director of the Observatory we learn that the fall between 10.30 p.m. on Tuesday and 6.30 a.m. on Wednesday, as registered at the Observatory, was 12.575 inches, and the greatest rainfall in any one hour was 2.82 inches between 1.30 a.m. and 2.30 a.m. All these figures are records for the month of October.

The record rainfall for the Colony is 16.16 inches in seven hours on May 29th-30th, 1887.

The Observatory record for "one civil day" is 20.495 inches on May 30th, 1889, and the maximum rainfall for one hour 3.480 inches at 3 p.m. on July 15th, 1886.

The year's record is held by the year 1889 when a total of 119.73 inches fell during the year. The total fall for the present year has now reached 106.02 inches, against an average of 80.50 inches.

DAMAGE DONE BY THE SCOUR.

As may be expected from a fall of just on sixteen inches of rain in twenty-four hours, considerable damage was done in the Colony by the deluge. Not only were road surfaces extensively scoured but roads were damaged in places by the dislodgment of boulders from the hillsides, or by landslides and washouts which necessitated the closing of the roads to traffic. The road round the island, between Aberdeen and Deep Water Bay has had to be closed, as well as Stubbs Road and Seymour Road. The Bowen Road conduit has been again damaged, and the water supply for the time being has to be controlled by bringing the rider mains into operation in all districts.

THE FIRE BRIGADE'S EXPERIENCES.

Apart from the statistics we have given, the experiences of the Fire Brigade during the height of the storm afford perhaps the most striking means of conveying an impression of the terrific down-pour of rain. At about 2.30 a.m. the Central Fire Brigade received a call for Mosque Street, where it was stated that a house had collapsed. The No. 3 appliance fully manned and equipped for such work was sent out. The engine made slow progress as far as Arbuthnot Road and for the remainder of the journey the water was right up to the axle trees. In Arbuthnot Road the rush of water was so great that large pieces of wood and blocks of granite and boulders were carried with great force against the bonnet of the engine whilst the wheels became buried up to the axle in soft mud. Things became so bad that further progress was impossible and it was decided to leave the engine in the road and to proceed on foot. After half an hour's cautious wading the men arrived at Mosque Street where it was found that a large contractor's matted had collapsed hurrying an Indian watchman who was sheltering there. This man had by that time been removed by the police and sent to hospital.

Whilst this engine was out, another call was received at the Central Fire Station. This time the report coming from Pokfulam where it was stated that a Chinese tenement house had collapsed. Another appliance was sent out, also fully manned, but not fully equipped for this special work of removing debris and Mr. Brooks, the Superintendent decided to run down to Wanchai Fire Station and there complete his equipment. The engine made its way along Queen's Road east, which was covered with many inches of water, and after several stops arrived at the Station. Having loaded up he started on the return journey but on arrival at the Naval Yard Gates the floods had risen considerably, the water reaching the carburettor and putting the motor out of action. A telephone message was sent to the Central Fire Station and the police car was sent out to collect the Brigade. They were crowded into this six seater and a fresh start was made for Pokfulam. They proceeded by the lower road towards West Point, but near No. 7 Station they found their progress again impeded by a flood which came gushing down the side streets. Progress was so slow that Mr. Brooks decided to make for No. 7 Police Station near by and find out if any further details of the collapse had been received. Near the Saiyungpau School he and several other firemen were nearly swept off their feet and only managed to retain their balance by holding on to each other. The Saiyungpau School was a proper weir.

Water poured out of the ground floor windows and fell on the road several feet below with the noise of a waterfall. In this very building earlier in the night the police from No. 1 Station rescued two women and four children from the servants' quarters in a sorry plight. The quarters were flooded when a portion of the wall collapsed and the water rose to the height of six feet. The women and children were discovered clinging on to led boards and other floating articles. Inspector Peter Grant was instrumental in saving their lives.

But to revert to the story of the fire engine. It never reached Pokfulam. At No. 7 Station Mr. Brooks was informed that the collapse was not serious, and the men returned with their appliances to the station to await other calls.

IN THE CITY.

The city of Victoria early yesterday morning presented a picture of desolation. There was mud and water everywhere. The bottom of Pedder Street, between the Hongkong Hotel and Messrs. Jardine, Matheson and Co.'s premises was covered by sand and mud to a depth in some places of fifteen inches. One could not tell where pavement and road began. At the top of Pedder Street in front of the new Asiatic Building there was another mud flat. Ice House Street at the bottom end was in a similar condition, though not quite as bad as Pedder Street. In Wyndham Street just opposite the flower stalls, the road had been broken by the torrents, whilst a little higher up the same street there is a fissure right across the street several inches wide and several inches deep, reminding one of the pictures from Japan of earthquake fissures. When the rain storm was at its height eye-witnesses state that the water bore down Wyndham Street and Upper Ice House Street like rivers, carrying with it large quantities of earth and sand and rubble from the sandy embankments of Glenealy. In Wyndham Street the flood was caused by the large culvert being unable to take the rush of water. This culvert is about five feet wide and five feet deep. It was built with the intention of taking rainfall at the rate of four inches in the hour. This also gives an idea of the immensity of the fall. The culvert was unable to stand the strain and it burst open the road surface and swept away the heavy granite blocks on the top of the culvert as if they were pieces of timber. The hole caused in the roadway about five feet square. This additional torrent of water did much to make things very uncomfortable in buildings in the block surrounded by Des Voeux Road, Pedder Street, Queen's Road and Ice House Street. The basement of the new A.P.C. Building, which was recently occupied by the Netherlands India Commercial Bank, was flooded out.

Practically every basement in this block, and in many of the blocks adjoining, were inundated and in several cases where valuable goods were stored considerable damage was done. Amongst the worst sufferers were the Hongkong Hotel Co., Messrs. A. S. Watson and Co. (the whole of the basement of Alexandra Buildings were flooded doing considerable damage), Messrs. Donnelly and White's warehouse in Ice House Street, the International Banking Corporation on the corner of Ice House Street and Queen's Road Central.

CLEARING THE MESS.

The work of clearing the mess was taken up with commendable promptitude, and long before many business people were astir, the Public Works Department were at work making tracks through the tons of sand and mud in Ice House Street. Coolies were brought in from the Quarry Bay Government Quarries and a hundred or more of these were set to work in clearing Pedder Street. Motor-trucks were used to take away the sand. By 10 a.m. a track wide enough for motor cars and rickshaws had been opened, but it was even then impossible to use the thoroughfare to any extent owing to the large number of coolies engaged on the job. The debris was not cleared by the late afternoon, but a considerable portion of it had disappeared.

In Ice House Street, through which two and a half feet of water rushed during the height of the storm, the collection of sand was not so great and this was mostly all cleared away during the morning.

As to the water in the basements, this presented a problem in which a solution by coolies and buckets seemed out of the question, though in some of the cases where the flood in the cellars was not great the water was haled out by buckets. But in cases like Messrs. Watson's, Donnelly and White's, and the International Banking Corporation, the cellars were flooded to the extent of several feet and if any impression was to be made on the influx other methods would have to be resorted to. The Fire Brigade, under the supervision of Mr. E. D. C. Wolfe, Captain Superintendent of Police, came to the rescue and the fire engines were used to pump these cellars out. In the case of Messrs. A. S. Watson's cellar it took one engine three hours and five minutes to clear out the water, whilst in the case of Messrs. Donnelly and White's godown another engine took nearly four hours to clear out the muddy water.

AT HAPPY VALLEY.

The Valley is now in a hopeless state, and looking at the lakes formed there and the brown stretches of mud it seems doubtful whether there will be any Gymkhana meeting on Saturday, the 10th inst., though the track does not appear to be so badly damaged as it was during the heavy rains of August. The Craigen-gower Cricket Ground has escaped, and the Club football pitch does not appear to be damaged. The Police Recreation Bowls Green has likewise escaped damage but more than half of the Civil Service Cricket Club ground is a mass of brown mud. Inside the race track the ground is completely under water except for a small corner at the North end. The race track itself is in good order from about the football club houses right round to the Wong Nei Cheong Village where the mischief begins. Just at the bend into the Home straight the turf is covered for about 50 yards with sand, whilst the whole of the portion in front of the Grand Stands is a mass of brown slimy mud. The road round Happy Valley is partially closed to tram traffic and it was not expected that the large gang of coolies would be able to clear the tram track completely before this morning. Yesterday the teams were able to run as far as the Dragon Motor Car Garage at Wong Nei Cheong, but were compelled to come back by the same route. The important block in the Happy Valley roads is between the Grand Stand and the cemetery. Here for a matter of three hundred yards, some hundreds of tons of earth has been deposited across the tram lines, whilst about 75 yards of the Protestant Cemetery wall has collapsed under the pressure of water, and has been washed out on to the tram lines. At the entrance to the Protestant Cemetery, even at a late hour yesterday afternoon, a swift stream of water ten feet wide was pouring out through the gates, crossing the road and flowing into the main entrance to the Grand Stand on the Race Course. The cemeteries themselves have suffered by the scour and many grave mounds have been carried away. Yesterday gangs of coolies were engaged in replacing these.

WANCHAI GAP ROAD.

The occupants of two large residential buildings in Wanchai Gap Road were greatly perturbed when the road alongside collapsed. This portion of the road suffered severely in the last heavy rains, and as reconstruction work was only partially completed, the heavy rain played havoc with the supporting earth on the hillside, which was exposed to the full force of the heavy downpour. The road alongside one of the buildings has been washed away almost up to the foundations, and apparently another heavy fall of rain would cause the whole building to go toppling down the hillside.

IN KOWLOON.

In Kowloon very little damage was done and so far as the European district is concerned no damage has been reported to the police. In the New Territories several roads have been closed and at Tai Lum Chun, in the Castle Peak District, the floods washed several large rocks on to the roadway. The road in consequence is closed to motor traffic. The railway for the 22 miles of the British section has not been damaged, but it is impossible to state whether any damage has been done on the Chinese section owing to the fact that telephone communication with Canton has broken down. But as only 4 inches of rain was registered in Taipei in twenty-four hours, it is probable that no great damage was done in the hinterland.

ON THE PEAK AND MIDDLE LEVELS.

Perhaps the most alarming incident of the storm was that which happened at the residence of Mr. E. A. Ram at No. 142, Barker Road. Mr. and Mrs. Ram and their daughter were awakened during the early hours of the morning by a severe vibration; the house shook and walls collapsed and fittings and doors came down. Mr. Ram hastily rose to investigate and discovered that a huge boulder several tons in weight had rolled down the hillside, crashed through the back wall of the house, knocking down the verandah and coming to rest half in the drawing-room and half out. Floods of water and mud flowed through the breach thus caused and the occupants were forced to leave the house at dawn and make their way to the Peak Hotel where they are now staying. The boulder is said to have broken away from just above Findlay Road and in its career carried away part of Plantation Road.

CONDUIT BROKEN AGAIN.

Yesterday the rider mains were brought into use again. This was due to the fact that the conduit in Bowen Road had been broken. The conduit was badly broken by a landslide caused by last August's heavy rains and it had only been temporarily repaired by the construction of a flume. This flume was carried away in the storm and, as the result of this, the Colony has been put on short supply again. The damage to the conduit is not considered so serious as when it was damaged in August.

OTHER ITEMS.

A woman and a child were drowned in Third Street, making their escape from a house in the dark the woman overbalanced and fell into a nullah. The woman and her child were carried down the nullah by the tremendous rush of water and when recovered some time afterwards they were both dead.

The site for the New P. and O. building in Des Voeux Road Central was flooded. This will delay building operation for some time.

Huge deposits of earth and boulder fell against the blocks of flats and houses in Third Street. Tregunter Mansions escaped. The debris piled away the coal sheds at the back of Brankson Towers.

The approach to Mr. Apea's house in May Road was carried away, whilst a portion of the Tregunter Path has disappeared.

Half of Mr. Montague Edde's tennis Court at his residence on the Peak was washed away.

THE MURDER TRIAL.

JURY FAILS TO REACH A DECISION.

The case in which an Indian watchman, named Ashraf Khan, is indicted on a charge of murder of a Chinese named Wong Eln Fat, whom it is alleged he shot by accident when aiming at another man, was again continued yesterday.

The Crown Solicitor and counsel for the defence addressed the Court. His Lordship intimated that if the jury accepted the story of the Crown's witnesses, that accused after an altercation shot at the coolie—the shot bringing about the wounding and subsequent death of deceased—then he would direct them that in law that was murder, unless there was some legal justification. On the other hand, if the jury arrived at the conclusion that there was a struggle between accused and the coolie, prisoner having loaded his carbine—which he had no right to do—and that as a result of that struggle the rifle went off and brought about the death of deceased, then His Lordship would direct them to bring in a verdict of manslaughter. If the jury did not believe the Crown's point of view but accepted the story of the prisoner, that four men attacked him and he deliberately shot at deceased, that would be murder unless accused was justified—unless he was afraid of his life or person, or unless circumstances actually justified him in deliberately firing.

After an absence of forty minutes, the jury returned to the box with no definite decision.

Speaking on behalf of his fellow jurors, the foreman said:—We think that the prisoner, having quarrelled for some slight cause, was excited by a crowd, and, being a stranger, imagined himself attacked by them. He loaded his rifle to intimidate them, and when they separated fired at one of those he thought to be his attackers, intending to disable him only.

The jury wished for his Lordship's direction as to how their decision stood in law. As it was then nearly two o'clock, His Lordship decided to adjourn until this morning.

AN INNOVATION.

IMPROVED POLICE METHODS FOR TRANSPORTING PRISONERS.

A new method of transporting prisoners from the outlying police stations to the Magistracy is being brought into operation forthwith. In the past the custom has been to bring prisoners from the distant stations by tram-car or, if this was not convenient, to march them there. Squads of prisoners from any one station were handcuffed and marched along the thoroughfares in the early morning hours. This antiquated method, against which many protests have been made from time to time is now abandoned. In future prisoners will be transported to the Magistracy by motor-police van, which is of a large and heavy type, perhaps too large for these roads. The chassis was brought out from Home and the body has been built thereon at the Railway engineering shops at Kowloon. The body is of iron with large ventilation spaces covered with strong wire netting protected by iron bars. The van is capable of holding twenty prisoners but in a case of emergency practically double that number could be taken.

SPORT.

CRICKET.

H.K.C.C. v. NAVY.

The following team will represent the H.K.C.C. 1st XI. against The Navy on Saturday, on the Club ground, at 2.15 p.m.—R. E. A. Webster (capt.), E. G. Lammer, A. L. Gage, A. C. I. Bowker, G. H. Piercy, C. Blaker, G. R. Moore, A. V. T. Dean, E. C. England, D. E. G. Nicholson and D. B. Pent.

H.K.C.C. "A" v. UNIVERSITY.

In this match on the University ground on Saturday at 2.15 p.m., the Hongkong C.C. "A" team will be composed of H. E. Holland (capt.), R. M. Macalpine, W. W. Mackenzie, J. N. Owen, H. B. Taylor, J. R. Way, G. W. Sewell, L. R. Blacking, J. E. Hanceck, B. Crowley and J. P. Bridger. A motor bus will convey members to and from the University ground, starting at 1.45 p.m. sharp, and returning at 6.20 p.m.

H.K.C.C. 2nd XI. v. R.E.

The Hongkong C.C. 2nd XI. will meet the Royal Engineers at Happy Valley on Saturday at 2.15 p.m. and will consist of F. C. Miller (capt.), H. Griffin, H. E. Day, G. M. Dorkins, C. R. Baron, C. T. Fowle, T. W. Riddell, D. H. McMaster, A. K. Mackenzie, W. Brackenridge and J. A. D. Morrison.

FOOTBALL.

H.K.F.C. RES. v. H.M.S. "HOLLYOAK."

The following will represent the Club Reserves in a 2nd division league match against H.M.S. "Hollyoak" on the Navy ground, Happy Valley, on Saturday (kick-off, 2.45 p.m.):—A. E. Paul, H. T. Buxton and D. Lyon; J. Gardner, G. De Man and S. H. Garrod; T. A. Barclay, A. Ferguson, J. Roberts, E. W. Ralston and V. Ramsay. Reserves: A. J. Douglas and R. W. Williamson.

H.K.F.C. v. H.M.S. "DIOMEDE."

The following will represent the Club 1st XI. in a 1st division league match against H.M.S. "Diomedé" on the Navy "A" ground, Happy Valley, on Saturday (kick-off, 4.15 p.m.):—R. Hutchison; W. Gerrard and C. E. Bishop; G. Angus, J. Stewart and J. W. R. McPhail; R. Bell, A. S. Forsyth, H. G. Howard, G. Watson and S. D. Begg. Reserve: A. Muir.

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FRANCIS AND DAY'S SONG AND DANCE ANNUALS FELDMAN'S SONG AND DANCE ANNUAL AT ANDERSON'S.

Powell Ltd.
TELEPHONE C. 4578

JUST ARRIVED

FROM

PARIS

SMART EVENING GOWNS.

WINTER COATS AND GOLF COATS.

NEW ADVERTISEMENTS

NOTICE.

WE have THIS DAY Authorized Mr. FERNANDO EDUARDO PALMADA REMEDIOS to Sign our Name For Procurement.

THE UNION TRADING CO., LTD.
Hongkong, 1st November, 1923. [1406]

G. R. NOTICE.

IT IS HEREBY NOTIFIED that, owing to Damage to the BOWEN ROAD CONDUIT, the WATER SUPPLY for the time being will be Controlled by bringing the RIDGE MAINS into operation in ALL Districts, starting from 10-0-0.

A TWO-HOUR SUPPLY to Each District will be given Daily, and the Time-table previously in force will be adhered to as far as practicable.

HAROLD T. CREESE,
Water Authority,
Public Works Department,
Hongkong, 31st October, 1923. [1506]

WANTED.

YOUNG BRITISHER desires SITUATION in Export or Commercial Office, Speaks Cantonese.

Apply Box No. 1504,
c/o Daily Press Office.
[1504]

THE HONGKONG HOTEL CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND has been declared in respect of the Financial Year ending on the 31st December, 1922, and will be payable on the 15th NOVEMBER, 1923, as to SEVENTY-FIVE (75) CENTS per Share on the "OLD" Shares and as to SIXTY (60) CENTS per Share on the "NEW" Shares (1922 Issue).

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 17th November, 1923, both days inclusive.

For THE HONGKONG HOTEL CO., LTD.
WALTER J. HAWKER,
Secretary.
Hongkong, 31st October, 1923.

Note.—The above-mentioned Interim Dividend of 75 cents per share on the "Old" shares, will be paid also to those persons who shall, in accordance with the Scheme for Amalgamation with The Shanghai Hotels, Limited, become Shareholders in this Company.

Note.—It is intended, by reason of the difference now made between the "Old" and the "New" shares in the amount of Interim Dividend, to place the "Old" and the "New" shares on the same footing as to future Dividend.

[1507]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th day of November, 1923, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND on New Road from Bowen Road to Wangcheking Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.	Deposit Price.
1	Lot No. 1418, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
2	Lot No. 1419, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
3	Lot No. 1420, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
4	Lot No. 1421, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
5	Lot No. 1422, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
6	Lot No. 1423, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
7	Lot No. 1424, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
8	Lot No. 1425, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
9	Lot No. 1426, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00
10	Lot No. 1427, Boundary from Bowen Road to Wangcheking Gap.	10.0.0	100.00	100.00

[1501]

TO WHOM IT MAY CONCERN.

THE Captain and Owners of the s.s. "ANOMIA" Disclaim all Responsibility for any Debts contracted by the Crew of that Vessel while in Hongkong.

[1493]

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A BEGINNERS' CLASS in the Study of mercantile Cantonese will be commenced on MONDAY, NOVEMBER 5th, if sufficient support is forthcoming.

Interested STUDENTS should call upon the DIRECTOR OF STUDIES (the Rev. Dr. T. W. PHARO, O.B.E.) at the SCHOOL, 27, GILBERT STREET, between 1 P.M. and 5.30 P.M. (except Saturday), for further particulars.

D. K. BLAIR,
Secretary.
Hongkong, 28th October, 1923. [1498]

"LEST WE FORGET" NAVY LEAGUE BALL.

ON FRIDAY, NOVEMBER 2nd, at 8.30 P.M., for the Relief of Widows and Children of Those who died in the War.

TICKETS Obtainable at MOUNTAIN, ANDERSON, HONGKONG HOTEL, and EXETER'S RESTAURANT.

[1479]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. GERMAIN TUSSEAU is no longer connected with our Firm.

OH. MEURER, CHAUSSEADE, TUSSEAU & CO.
Canton, the 25th of October, 1923. [1493]

G. R. NOTICE.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that Sealed TENDERS in Triplicate which should be clearly marked "TENDER FOR RAISING OR REMOVING THE WRECK 'LOONG SANG'" will be received at the HARBOUR DEPARTMENT until Noon of MONDAY, the 5th NOVEMBER, 1923.

Tenders are to raise or remove the wreck "LOONG SANG" as she now lies in Hongkong Harbour.

The Government does not bind itself to accept the Lowest or any Tender.

C. V. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Hongkong, 28th October, 1923. [1494]

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on MONDAY, 5th DAY OF NOVEMBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st JULY, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from 20th OCTOBER to 27th NOVEMBER, 1923, both days inclusive.

By Order of the Board of Directors,
M. MANUK,
Secretary.
Hongkong, 19th October, 1923. [1448]

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 10th, and MONDAY, 12th NOVEMBER, 1923, commencing 2.45 P.M. Each Day.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS at 35 each up to FRIDAY, NOVEMBER 9th.

The Stewards invite the Ladies of Hongkong to be present.

LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the UNION CHURCH HALL, Kennedy Road, the FIRST MONDAY in Each Month.

PERCEPORY.

The Imperial Grand Black Chapter of the British Commonwealth No. 801, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month.

Anyone interested should apply at the above Hall.

FOR SALE.

ONE Set of MINT MACHINERY.

Apply—
GILMAN & CO., LTD.
[1503]

HOUSE TO LET.

NEXT April for about Six Months, "KELLET MANOR" No. 67, Mount Kellett. The House will be for Sale in 1925.

Apply—PERCY SMITH,
5, Queen's Road Central.
[1491]

TO LET.

WHOLE GROUND FLOOR AND BEST OFFICE ROOMS in 1st Floor of the House, No. 5, DUDDELL STREET.

Apply to SUNG TAI,
No. 1, Queen Street.
[1498]

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF CORINTH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd November, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th November, 1923, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th October, 1923. [1497]

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which Address all Correspondence should be directed.

Hongkong, 18th July, 1923.

BANQUE DE L'INDO-CHINE.

NEW ISSUE.

FRENCH TREASURY BONDS 6% 1923.

PRICE OF ISSUE.

Frs. 98.50 for Frs. 100 on NOMINAL Value.

Free of Taxes, No Prime.

Coupons Payable Twice a Year, on the 30th of MAY and 30th of NOVEMBER.

First Dividend of Frs. 12 to be Paid on the 30th of NOVEMBER, 1923.

BONDS OF Frs. 500 AND Frs. 5,000 CAN BE REFUND AT THE OPTION OF THE BUYER.

At Par on the 30th of MAY, 1923.

At Frs. 102 on the 30th of MAY, 1923.

At Frs. 102 on the 30th of JUNE, 1923.

SUBSCRIPTIONS will be Received up to the 1st of NOVEMBER, 1923, by the BANQUE DE L'INDO-CHINE.

C. E. GOY,
Manager.
[1385]

THE AMERICAN EXPRESS CO., INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT, DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE, LETTERS OF CREDIT, TRAVELERS CHEQUES, LETTERS OF CREDIT, STEAMSHIP PASSAGES, HOTEL RESERVATIONS, BAGGAGE INSURANCE, CABLE AND POSTAL REMITTANCES, PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

P. J. VANHECKE,
Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ———— 55,000,000
RESERVE FUND ———— 25,000,000
CAPITAL CONTRIBUTED BY THE KUP. TIS BANK ———— 2,500,000
CHINESE GOVERNMENT ———— 1,750,000
RESERVE FUND ———— 1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.

LONDON OFFICE:

64, Old Broad Street, E.C. 2.

BRANCHES:

LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour l'Avancement du Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour l'Avancement du Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour l'Avancement du Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Chongchun Bank, Manchouli, Tientsin, Hankow, Newchwang, Urumchi, Dairen, Hongkong, Peking, Yokohama, Haikow, Kalgang, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,
Manager.
[537]

BOWEN & CO.,

No. 5, MURRAY ROAD,

SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

ESTABLISHED AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Rates.

SALVAGE OPERATIONS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, MACHINERY FOR SALE, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARP-BROKERS (Members Shanghai Share-Brokers Association).

SOLE AGENTS FOR CHINA—

GREEN'S PATENT ANCHORS, SAMPSON WATKINS & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (China Branch).

Catalogues and Price-Lists on application (Enquiries Welcomed).

CABLE ADDRESS: BOWEN, Shanghai. CODES: Bentley's, Scott's, A.B.C. 5th Edition and Improved.

OLD

BROWN.

BRANDY.



A genuine after dinner
Cognac of excellent
bouquet and taste.

SPECIALLY SELECTED FOR

A. S. WATSON &
CO., LTD.,

Wine & Spirit Merchants.

TELEPHONE 618.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 1st, 1923.

CANTON AND HONGKONG.

WHY is it that the leaders in the public life of Hongkong do not visit Canton, the seat of the Government of South China, more frequently than they do? That question was asked by Dr. C. C. Wu, the Secretary of the Foreign Department at Canton, when he had an opportunity the other day of addressing a gathering which included several of our leading residents. More than once in the evening of his lifetime Dr. Wu's respected father (the late Dr. Wu Ting Fang) asked a similar question, and made appeals for closer co-operation between Hongkong and Canton. So far as we have observed, there has never been any unwillingness on the part of Hongkong, officially or unofficially, to respond to such an appeal when any prospect of mutual advantage offered. Between two cities like Hongkong and Canton, whose interests and destinies are so inseparably linked, it is obviously desirable that the most cordial relations should exist, and if there appears to be any hesitation on the part of prominent men in Hongkong to respond to the overtures made to them, they surely have not far to seek the reason. While the province is in a state of turmoil, while trade is interrupted and hampered in every part of it by piracy and brigandage, there is no great incentive to Hongkong residents to visit Canton, however peaceful the city itself may be, and however busy, prosperous and progressive it may appear. But once an end is put to the strife and warfare which has so long prevailed in the province, so that trade may prosper and municipal reformers be given scope for the prosecution of their laudable aims, Canton may confidently count upon far more foreign visitors from Hongkong than she now receives. It is true that, despite all the internecine strife, there are many

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AN ECHO OF THE CAPTURE OF TSIANGTAO.

DELAYED INDEMNIFICATION OF LOSSES.

PEKING, October 31st.

The Government is in receipt of a petition from Tsiangtao Chamber of Commerce urging the immediate indemnification of losses resulting from the military operations in the capture of Tsiangtao, pointing out that the Government had failed to fulfil its promise to settle these after settlement of outstanding questions between China and Germany, though the treaty with Germany was signed in 1921. The Chamber recommends that the proceeds of the sale of public properties, and the confiscated property of Germans be applied to the payment of the indemnities.

JAPAN'S GRATITUDE TO AMERICA.

OSAKA, October 31st.

The American Ambassador and Mrs. Woods are proceeding to America to-day. The Minister is going on two months' leave on account of the health of his mother-in-law, who is suffering during the earthquake. The departure of the Minister is being made the occasion of an extraordinary demonstration of gratitude by the Japanese for assistance received from America at the time of the disaster. To-day is the Emperor's birthday but no official celebrations are being held on account of the disaster.

LOOTING AT WANHSIEN.

HANKOW, October 31st.

A wireless message states that Yeng Sen's army has evacuated Wanhsien, and looting is taking place there.

ANGLO-DUTCH ESTATES.

THE CHAIRMAN ON RUBBER AND TEA.

LONDON, October 30th.

A large acquisition of tea estates in Java in the past two years at an average of £28 an acre was mentioned by Mr. Strutt, presiding at the annual meeting of the Anglo-Dutch estates. Mr. Strutt foreboded an early issue of half a million sterling debentures and declared that if the price of rubber exceeded eighteen pence a pound the company would hold itself free to abandon further restriction.

FRANCE ASSISTS JAPAN.

TOULON, October 30th.

The Government has instructed the Chief Naval Surgeon to organise and present to the Japanese Government a hospital of five hundred beds, subscriptions for which were raised by newspapers. The hospital will be installed at Tokyo. The French Government is also supplying clothes to refugees, and M. Belloz will arrange a relief mission which will sail for Japan from Marseilles on November 2nd aboard the steamer Paul Icaut.

CHINESE MISSION IN PARIS.

PARIS, October 30th.

An official Chinese mission has arrived to enquire into economic, commercial and industrial matters.

[BY COURTESY OF THE "DAILY BULLETIN."]

RELEASE OF LADY MISSIONARIES.

PEKING, October 30th.

The Waichaochu circulated a telegram received last night from Chang Fui-lai reporting the rescue of the lady missionaries Miss Sharp and Miss Darroch on the night of October 26th.

The telegram asserts that the rescue work was carried out by Wu Lan-fu, who secretly entered the bandits' stronghold and during a night attack by them in rescuing the ladies, who are now travelling to Juchow.

THE PREMIERSHIP OF CHINA.

PEKING, October 30th.

A Cabinet meeting held this afternoon discussed the question of Sun Pao-chi's Premiership. President Tsao K'un's nomination for which has not yet been received, but is still expected.

Meanwhile, a certain amount of opposition has developed, ostensibly based on the ground that Sun Pao-chi is not a man with sufficient strength of character to successfully carry out the duties of Premier.

According to a semi-official source, Sun Pao-chi will not be appointed acting Premier, but will wait the issue of yesterday's bulletin. Only accepting office if Parliament is ready to support him. In the latter case Parliament will bring forward a nomination itself.

FIGHTING NEAR THE BRITISH BORDER.

SEVERE ENGAGEMENTS NEAR SHEKLUNG.

Severe fighting between Dr. Sun Yat-sen's troops and General Chuan Kwang-ming's forces took place yesterday, and all the previous day at Tung Hai, which is a station on the Kowloon-Canton Railway about half-way between Sheklung and Sham Chai. A battle was also being fought at a village called So Chun, which is just five miles from Sheklung. How these engagements are progressing does not appear to be clear. Both forces are reported to have suffered heavy casualties but are holding their ground.

CABLES.

LATEST CABLES
[THROUGH ROUTES' AGENCY.]

THE SITUATION IN GERMANY

BRITAIN WILL NOT RECOGNISE
RHINELAND REPUBLIC.

PARIS, October 30th.

A British Note was presented at the *Quai d'Orsay* this morning declaring that Great Britain cannot recognise an independent Rhineland Republic either *de facto* or *de jure*, inasmuch as such a republic would be contrary to the Treaty of Versailles.

NEW SOCIALIST CABINET IN SAXONY

DRESDEN, October 30th.

Following the resignation of Dr. Zeigner, the Diet has elected the Socialist, Herr Fellisch Premier of the new Cabinet which is purely Socialist. The Communists, who were represented in the previous Cabinet, abstained from voting.

BULGARIAN EX-MINISTER MURDERED.

ANOTHER EX-MINISTER SERIOUSLY WOUNDED.

SOFIA, October 30th.

When returning home last night, Dr. Nicholas Ghendieff, an ex-Minister, was assassinated and Herr Guechoff, an ex-Minister from Berlin who was accompanying him, was seriously wounded. The murderers escaped.

P. & O. COMPANY'S DIVIDEND.

The Peninsular and Oriental Co. have declared a dividend on deferred shares of six per cent, tax free, for the past six months, making a total of twelve per cent, for the year.

EARLIER CABLES.

PROPOSED REPARATIONS CONFERENCE.

DIVIDED VIEWS IN AMERICA.

LONDON, October 30th.

The Republican leader, Senator McCormick, after a visit to White House, declared that the American members of the proposed commission of experts on reparations must include a majority of those opposing the League of Nations and foreign entanglements. The American representatives must be realists and know European politics; otherwise, America will lose her cash credit.

The New York newspapers do not fear that M. Poincaré's speech will wreck the proposed Reparations Conference. Some are of opinion that M. Poincaré is seeking votes rather than an agreement.

The New York Times says on the main point M. Poincaré showed that he perfectly agreed with Mr. Hughes that the conference should be purely advisory.

The New York World says if France officially imposes the conditions which M. Poincaré foreshadowed, Britain and America would be confronted with a new situation, for they cannot take a step implying recognition of the legality of the Ruhr occupation and cannot refuse to enquire into the total Germany can pay.

The Tribune says there is no reason for gloom. M. Poincaré's plain speaking will help towards a solution.

"BETTER THAN NOTHING"

LONDON, October 30th.

The Cabinet continued its consideration of the reparations question. It is generally felt that a meeting of Allied experts is better than nothing. While no official communication has been received from the United States, it is thought that America, similarly to Britain, desires to proceed with the best method attainable of working for a solution of the reparations problem.

PARIS, October 30th.

The Ambassadors' Conference has decided to send a fresh Note to the German Government insisting on a resumption of inter-Allied military control in Germany.

MR. BALDWIN ADVOCATES PROTECTION.
APPEAL TO ELECTORS
FORESHADOWED.

LONDON, October 30th.

In the course of a speech at Swansea, Mr. Baldwin declared that he was having the detailed application of the principles of economic policy he announced at Plymouth thoroughly examined. He strongly advocated a policy of protection, on the ground of the necessity of protecting the standard of life in this country, particularly during the present unstable conditions of the world. He intimated that when the time came he would appeal to the electors, and finally declared that he would stand or fall in the cause of fighting unemployment.

"BEFORE MANY MONTHS."

LONDON, October 30th.

Sir Worthington Evans, speaking at the Huddersfield, said:—"Before many months" the electors might have an opportunity of expressing their opinion on unemployment. They could not wait for the slow operation of measures under the export credit scheme. The Government was going all out on a vigorous policy. Agriculture must be assisted. The provisions of the Safeguarding of Industries Act would be speeded up, but that would be insufficient. We must have a tariff to protect the home market.

RUSSIAN REFUGEES IN TURKEY.

MIGRATING TO OTHER COUNTRIES.

LONDON, October 30th.

Reuter learns that with the departure of the British troops from Constantinople the situation of the Russian refugees there is again precarious. The evacuation of those whose political associations have made it dangerous for them to remain is proceeding satisfactorily. Three thousand were evacuated in August and September, making a total of 20,000 evacuated, since the League of Nations intervened on their behalf. There are 7,000 still to be dealt with.

France heads the list of countries which have given hospitality to the refugees, taking 1,451. The United States comes next, with 761, whereas only three women and no men have been sent to Britain.

RAILWAY FREIGHTS IN AMERICA.

NEW YORK, October 30th.

A conference of the executives of a hundred railways have informed President Coolidge of their disagreement with his plan to readjust freight rates of coal and grain with a view to differentiating between export and domestic uses.

EARTHQUAKE IN SPAIN.

MADRID, October 30th.

A sharp earthquake shock near Logrono opened cracks in the road. Sulphurous fumes stopped work at the stone quarries.

NEW TURKISH CABINET.

CONSTANTINOPLE, October 30th.

Ismet Pasha has accepted the offer of President Mustapha Kemal to form a Cabinet.

DEATH OF MR. BONAR LAW.

WARM TRIBUTES AND MESSAGES OF REGRET.

LONDON, October 30th.

Numerous messages of regret at Mr. Bonar Law's death have been published. Mr. Baldwin writes saying Mr. Bonar Law sacrificed his life in the country's service.

Mr. Bruce, the Australian Premier, says the Empire felt the utmost confidence in him. "We have seen no nobler courage than his, and no more gallant self-sacrifice."

Mr. MacKenzie King, the Canadian Premier, writes that Mr. Bonar Law's unblemished career, unflinching courage, sound judgment and administrative capacity have been of incalculable service to the Empire.

General Smuts says Mr. Bonar Law's partnership with Mr. Lloyd George was of priceless value to the country and the world. "I deeply regretted his absence from the Peace Conference, where his sanity and caution would have prevented some of our worst mistakes."

A New York message says Mr. Lloyd George has arrived there. In a statement to the Press recalling his and Mr. Bonar Law's close co-operation during the last years of war and the first years of peace, he said: "Nobody could wish for a more loyal, more vigorous, or more helpful partner in times of emergency." Hundreds of Welsh singers assembled at the station to greet Mr. Lloyd George. Hushed their songs of welcome and sang a hymn in memory of Mr. Bonar Law.

In a speech at Swansea, Mr. Baldwin eulogised the late Mr. Bonar Law, whose loss was, he said, irreparable.

KING'S BOXING TOURNAMENT
SECOND NIGHT'S CONTESTS.
A TOUCH OF COMEDY.

In the presence of a large crowd of interested spectators, the King's Regiment farwell boxing tournament was continued last evening. The first half of the night's competitions provided a number of creditable displays, some of the novices again evincing a keen desire to fight hard; the bout between Pte. Stewart and Pte. Goodwin in the Novices welterweights being particularly willing. Lee-Cpls. Knowles and Hyland added a touch of comedy with their clever "dance turn." Sergt. Bliss, in his bout with Pte. Brown, showed a nice turn of speed, and, withal, gave one of the best boxing displays witnessed so far. The middleweights managed to live up to their reputation established on the first night—they were again decidedly uninteresting. In the regimental lightweights, the regimental star, Pte. Flynn, met an opponent in Pte. Smith who was evidently not to be bluff by a reputation, for he kept Flynn guessing in the first round, and, in the second, until he retired limping, was certainly holding his own.

The first series after the interval was the regimental bantam weights, which provided the best fight of the night. Both Pte. Owens and Pte. Rodaway were particularly keen. Owens, who lost the fight on points after an extra round had been fought, was congratulated by the referee on his plucky display. Pte. Hodgson and Pte. Shaw shaped like real boxers, but the latter retired near the end of the first round. The featherweights also, made a good showing, both as to science and a willingness to exchange punches, although two of the combatants were inclined to resort to light "taps." Even these seemed to be too much for Pte. Hayter who evidently did not relish anything in the way of punishment.

In the Novices' lightweights Brennan made a "chopping block" of Moon, who received a lot of punishment in a few moments. Another amusing bout was provided by Pte. Burgeson and Cpl. Whitehead. These two exponents of the noble art suffered from over eagerness, especially the Corporal, who expended little effort in punching holes in the atmosphere.

The exhibitions were, on the whole, very interesting, and the King's are evidently determined to leave behind a reputation as good sports. The tournament will be continued to-night and Saturday night.

NOVICES WELTER WEIGHTS.

Pte. Leyland v. Pte. Elmsby.—This fight went the full distance, both men going strong when the final gong went. Elmsby finished very fresh but he lost on points.

Pte. Stewart v. Pte. Goodwin.—There was some hard slogging with Stewart trying for a knock out. Goodwin played him at his own game and in the second round got in some hefty blows. Stewart damaged his right arm and retired before the completion of the round, suffering great pain. The fight went to Goodwin.

Pte. Wilson v. Pte. Baxter.—A very tame affair. Wilson had a great advantage in height and reach but failed to use it to any great extent. He won on points.

Pte. Brown v. Sergt. Bliss.—Both men showed skill and there was some pretty fighting in the first round. The Sergeant scored freely in the second round and won easily on points. Sergeant Bliss has the makings of a fine boxer. He is one of the best men staged so far.

L-Cpl. Knowles v. L-Cpl. Hyland.—The spectators were treated to a rather amusing bout, reminiscent of the fox trot and other popular dances. Both Corporals played for the body, but left no guard for their faces. In the third round Hyland was counted out.

L-Cpl. Jessop v. Pte. Summers.—The Corporal was the better man and sent his opponent to the boards in the second round for the full count.

REGIMENTAL MIDDLE WEIGHTS.
Pte. Cooper v. L-Cpl. Drennan.—Cooper went down in the first round to a splendid right swing from the Corporal. He took a short count, came up dazed, and then retired. Drennan looks a likely winner of this competition.

Pte. Gardner walk over from Pte. Rowe.
REGIMENTAL LIGHT WEIGHTS.
Pte. Flynn v. Pte. Smith.—The regimental star Flynn found a tough nut to crack in Smith, who at any rate had the best of the first round. In the second round Smith, after going strong, suddenly gave up the fight going to his corner limping.

Pte. McLoughlin v. Pte. (74) Smith.—Smith was all over his opponent and in the last round sent him to the boards several times. McLoughlin wanted to retire but he obeyed the referee's order to fight on. The referee eventually awarded the fight to Smith.

NOVICES FEATHER WEIGHTS.

Pte. Hayter v. Pte. Price.—Hayter won on points.

Pte. Parr walk over from Pte. Lawler.
L-Cpl. v. Pte. (18) Barton.—The Corporal knocked out his man in the first round.

Pte. Jenkins walk over from Pte. Craig.

Pte. McCumasky v. Pte. Powell.—McCumasky after having the advantage suddenly went to his corner in the first round and retired.

Pte. Stokes v. Pte. (09) Jones.—Stokes was all over his man and in the second round Jones's seconds threw in the towel after their man had received a grueling.

Pte. Chadwick v. Pte. Colyer.—The referee stopped the fight in the first round and gave the decision to Colyer.

REGIMENTAL BANTAM WEIGHTS.

Pte. (67) Owens v. Pte. Rodaway.—Both were keen and put up interesting fight. It went the full distance and an extra half minute round had to be fought. Rodaway won. The referee publicly congratulated Owens on a very plucky fight.

Pte. Hodgson v. Pte. Shaw.—Shaw shaped well in the beginning and looked like winning, besides, he had a nice style. However, he gave up the fight towards the close of the first round.

REGIMENTAL WELTER WEIGHTS.

Cpl. Spoor v. L-Cpl. Orr.—Spoor took the full count in the first round, his opponent being the more aggressive.

REGIMENTAL FEATHER WEIGHTS.

Pte. Johnson v. L-Cpl. Parker.—The Corporal had the best of the first round and the Private held the lead in the second round. The Corporal rallied in the last round but the Private lasted well, having more stamina. Johnson won on points but the referee congratulated Parker on his plucky exhibition.

L-Cpl. Hart v. Pte. Beale.—Beale, a very consistent fighter, showed style and willingness. In the second round he wore down his opponent and as the gong sounded sent him down with a lovely right to point. Hart was knocked out in the last round. Beale is quite a good boxer.

Pte. McGuinness v. Pte. Jones.—A very close fight, both men being keen. Jones won on points.

Pte. Hayter v. Pte. Kinsella.—There was much sparring in this bout, and no real fighting. Hayter went down in the second round to a very light tap to point. He took the full count and then ran to his corner—obviously a case of not wishing to "carry on."

NOVICES LIGHT WEIGHTS.

Pte. Sweetnam v. Pte. Kilpatrick.—Sweetnam held his own in the first round and also in the second. After a spell of punishment against the ropes in this round he retired.

Pte. White and L-Cpl. Langley.—The Corporal was the aggressor throughout and won on points.

Pte. Dennis v. Pte. Picken.—Dennis knocked his man out in the first round. The winner had no difficulty in disposing of his man. Dennis has a very convincing style.

Pte. Moon v. Pte. Brennan.—Moon was no match for Brennan who proceeded to pulverise him. Moon gave up almost at once. When the boxer's gloves were removed it was found that he had injured his right wrist rather badly.

Pte. Burgeson v. Cpl. Whitehead.—A very amusing bout which went the full distance and one in which there was plenty of incident. Both were plucky but the Corporal should learn to check his eagerness. He lost the fight on points.

Pte. Clayton v. Pte. Molloy.—Clayton was knocked out in the first round.

Pte. Holmes v. L-Cpl. Clements.—Clements disposed of his opponent in the first round, knocking him out just as the gong went. The referee awarded the fight to Clements.

Pte. Carragher v. Pte. Peters.—Peters went down for a brief count in the first round and twice in the second round before he was knocked out altogether.

Pte. Tuberville v. Pte. Manning.—Manning retired in the first round.

GARRISON OPEN WELTER WEIGHTS.
Stoker Martin, H.M.S. *Dionide*, walk over from Pte. Elmsby.

The following are the points awarded to Companies to-date:—
H.Q. "A" 27
H.Q. "B" 32
R.A.S.C. "A" 64
"B" Co. 63
"C" Co. 65
"D" Co. 64

The following were the officials for the night:—
Referee—Major E. White, D.S.O.
R.A.S.C. and Lieut. T. A. Scott-Bell, R.N.

Judges—Dr. Minett, Mr. T. Tinsford, Lieut. A. Walsh, D.C.M., R.G.A., and Midshipman Palmer, R.N.
Timekeeper—R. S. M. Ewing.
M.C.—C. M. Beardon.
Committee—President, Capt. W. J. H. Howard, D.S.O.; Members, Lieut. H. A. Tedding, M.C.; Lieut. V. E. Benke, Lieut. J. C. Bailey, M.M., Sergt. Simmons, and Cpl. Thompson.

MANCHURIAS PROSPERITY.
BUSINESS FLOURISHING FROM SHANHAIKWAN TO MUKDEN.

Mr. Lenox Simpson, who recently returned to Peking from a trip to Manchuria gives a number of interesting facts showing the strides that are being made. He said that all cities right from Shanhaikwan to far north showed marked progress. Chinchow, once the centre of international interest owing to the Chinchow-Aigun Railway scheme, has doubled its population and is now an important military centre and a supply depot for three Divisions. Koupangtan, the junction for Newchwang, is to become a second Tongshan. A million dollars will be spent on railway shops and millions on general development, the general idea being to make it a railway clearing house for Western Manchuria. Mukden is adding to its population at the rate of 50,000 a year and now claims 700,000 inhabitants. Hundreds of European houses are being built in the New Town, which is laid out on European lines with broad avenues. Five British firms have opened this year, including Jardine, Matheson, who have large engineering display. There are at least a dozen German firms.

BETTER BANKING FACILITIES NEEDED.

The need is bitterly felt for better banking facilities. The British Consul General has unofficially made great efforts in this respect, but so far without avail. It is generally felt that both a British and an American bank should open as soon as possible as something closely resembling a boom is in sight. There is no question but that an ample return would be made. Money is very plentiful and railway stations are already choked with autumn harvest, which will take all winter to move. The great Mukden arsenal is not yet ready but is rapidly reaching completion. Seventeen foreign firms, representing all nationalities, and including four British firms and three American have erected or supplying contracts. One of the most interesting things is the proof of vitality the Chinese people are giving throughout Manchuria. Thus while the South Manchuria Railway Company is doing excellent business and has excellent relations with everyone, it has become admittedly overvalued by Chinese progress which is phenomenal and seems to have no limit. Another interesting thing is the way large numbers of Russians are working side by side with Chinese as they do in Vladivostok and elsewhere and thriving. They are also opening shops of all sorts proving that the days of charity are over. The political situation in Peking does not greatly interest the people who are busy with developing a country that is almost a continent in itself. There does not seem any prospect of fighting in the near future as Marshal Chang Tso-lin is keenly alive to the ultimate value of this development work which is attracting schools of settlers and foreigners of all nationalities.

AUTUMN MANOEUVRES.

Thus the original plan of the Autumn manoeuvres was changed to prevent possible friction and only local manoeuvres are going on. The two "front-line" Divisions, the First and the Twenty-Seventh which were going to act jointly, have been ordered not to concentrate, but to take the field on their own grounds.

The cavalry manoeuvres of three Brigades which were to have occurred between Shuping and Taonanfu, have been shifted well back from the nearest Chinese outposts. The 2nd and 8th Mixed Brigades which were to have manoeuvred round Hainingfu have been pushed back 40 miles. Besides this two mixed brigades and a cavalry brigade have been withdrawn from the front to insure peace.

While the future is perhaps obscure, there were no indications that any preparations for hostilities were being made either in the near or distant future. A big university is under construction in Mukden and 50 foreign professors are to be employed. The actual amount of dollars in hard silver held in reserve is now said to have reached 60 millions and is being added to at the rate of a million or two a month owing to the ability of the Director General of the Three Eastern Provinces Bank Mr. Yu, who is spoken of by foreigners as a financial genius. The strict taxation system, looked upon as important as the re-arming going on, making the Manchurians outlook promising and full of interest for the nexus of foreign interests in China. —Far Eastern Times.

THE LEGATIONS AND RAILWAY PROTECTION.

CHINESE VERSION OF "MODIFIED PLANS."

The Asiatic News Agency says: "According to information from a reliable source, the Legations have modified their original plan regarding railway guards. It is believed that they now only demand thorough reorganization of the guards along the Tientsin-Pukow and the Peking-Hankow Railways, which are the most important trunk lines, because the former connects with Shanghai and Nanking, while the latter reaches the Central Yangtze at Hankow. With the exception of the appointment of foreign instructors and accountants, the proposed Railway Administration will be modelled after the existing Salt Inspectorate. The chief of the railway administration will be a high Chinese official to be appointed by the Central Government, the duty of the chief foreign accountant will be limited to guaranteeing regular payment of the railway administration officials, and he will not interfere with the receipts of the two railways. It is reported that the proposed Railway Administration will be established with China's full concurrence, and that it will do good both to foreigners and natives, as in the case of the existing Salt Inspectorate. The Chinese believes that the New Consortium is at the back of the movement of the Foreign Governments."

CHINESE MURDERED IN JAPAN.
CHINESE GOVERNMENT URGED TO TAKE ACTION.

[ASIATIC NEWS AGENCY.]

PEKING, October 30th.

Since the return of Chinese students and residents from Japan, it has been reported that at the time of earthquake, hundreds of Chinese residents were allegedly mistaken for Koreans and murdered in cold blood by Japanese. The Waichiaopu has received a telegram from the families of the deceased to the effect that during the time of the earthquake the Japanese murdered several hundred Chinese, most of whom were natives of Wenchow and Chuchow in Chekiang, and several hundreds more were imprisoned. There is evidence to establish the guilt of murder and robbery. The Ministry is therefore requested to lodge a strong protest with the Japanese Government and to demand the punishment of the murderers and to claim an indemnity for the loss of lives.

WORKMAN, CLARK'S AFFAIRS

SHAREHOLDERS THREATEN LEGAL ACTION.

£300,000 WANTED TO CARRY ON.

There was a crowded meeting of the holders of the 7 per cent. first mortgage debenture stock of Workman, Clark and Company, the shipbuilders at Winchester House, Old Broad Street, E.C., last month.

The meeting had been adjourned three weeks previously when the proceedings were very lively and protracted.

Mr. C. P. Johnston, of the British Canadian and General Investment Company, Ltd., which acts as trustees for Workman, Clark and Company, presided. He recalled that when they met three weeks ago they did not know where to look for money, but they decided that they would not be beaten, and he hoped they had succeeded. (Cheers.) "Even now we may fail, but I cannot believe that will happen," he added.

He moved a resolution approving certain modifications in the Trust Deed of April 28th, 1920, and the rights of the stockholders against the company and the Northumberland Shipbuilding Co. Ltd., and said he held proxies representing 50.3 of the whole issue.

Mr. James Hewitt said that Dublin shareholders had determined on a certain course of action, and anything done that day was *ultra vires*.

Mr. Edward Bell said he represented Mr. Alfred Tucker, of Paignton, who had written to him: "Before this affair is done we must lift the curtain and expose the drama that has been played behind the scenes in full view of the footlights." (Laughter.) He added that Mr. Tucker had taken steps which he hoped would bring before a British jury the persons responsible for this *defalcation*.

£300,000 LOAN.
Sir Percival Lawrence, one of the investigating committee, said they had decided that a special effort should be made to maintain the old Belfast business as a going concern, and to avoid a receiver with all the delay and red tape it would involve.

Mr. Philip Bright, who was associated with Sir Percival Lawrence, said he believed that they had a case for action against the directors.

Mr. Alfred Smethurst, director of the Bank of Liverpool, deprecated the appointment of a receiver, saying: "I have had experience of Irish law and lawyers," he said. "They are not even entering. I have had one matter before the Four Courts for fifteen years and they got no further. I have not got even a postage stamp for it."

Mr. Marks opposed the idea of a committee of inspection. "I would like to take a few of the directors and bring their necks," he added amid laughter.

The chairman said that the loan of £300,000 to be asked from the bank would carry the company on for three years.

In the end the original resolution was carried, thereby approving the scheme of arrangement submitted by the trustees for the debenture-holders, which provides that a moratorium be granted to the company until 1923 interest interest until then being payable out of profits, and that prior lien securities, not exceeding £200,000, should be authorized, certain concessions to the debenture-holders being made in return.

FERNANSHIP FEAT.

5,000 WORDS ON A POSTCARD.

Some remarkable performances with the pen have been accomplished by Mr. R. Bispin, of Altrincham, Derby, a book-builder employed at the railway works. He uses ordinary ink and mapping pens, and some of his most clever efforts in compressed writing include:

The Lord's Prayer eight times in one language on the space occupied by a three-penny piece.

The Lord's Prayer in eight languages on the space occupied by a penny.

The Lord's Prayer on a piece of paper 4 1/2 in. long that can be passed through the eye of an ordinary sewing needle.

The first chapter of Genesis (more than 800 words) on a piece of paper the size of a postage stamp.

A report of the Chatterworth conspiracy case, about 2,000 words on a postcard.

Mr. Bispin regards the writing of the 9,000 words of the Chatterworth case as his masterpiece. It took him 24 hours.

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for its mellow flavor, and still maintains
a world wide identical quality.

THE TEN Dullest Authors?

A NICHE FOR H. G. WELLS
AND STEVENSON

There is something amusing about the way in which *Fantasy Fair* has lately reversed the current investigations of "important," "readable" and "enjoyable" books. It asked a number of literary experts to name the ten greatest writers whom they have found most thoroughly boring—the writers whom they have found that, in spite of all pretensions to the contrary, they absolutely cannot read.

The results of this symposium are likely to prove disconcerting to those who may be their literary favorites named. The very first list, from H. L. Mencken, contains George Eliot, Robert Browning and even Goethe, while James Branch Cabell includes Henry James, Herman Melville and Walt Whitman.

The man who is named on the most lists is D. H. Lawrence, described by Ernest Boyd, in his contribution to the symposium, as "the average Briton in the tails of sex, a sad spectacle." Paul Claudel, damned by Mr. Boyd for his pseudo-simple religiosity, appears also on the lists of Elinor Wylie and G. Jean Nathan. Each of the following is named on two lists: Dostoevski, Selma Lagerlof, Walter Pater, Edith Wharton and Robert Louis Stevenson.

Perhaps the most interesting contribution to the symposium is that of Burton Rascoe, literary editor of the *New York Tribune*. Here is his list:

1. John Milton.
2. D. H. Lawrence.
3. P. Virgil Maro.
4. W. D. Howells.
5. Marcel Proust.
6. Sir Francis Bacon.
7. H. G. Wells.
8. William Wordsworth.
9. Henry James.
10. Marcus Aurelius Antoninus.

Mr. Rascoe explains that these are the authors who have bored him beyond all others. He continues:

"For a long time I did not know what it was to be bored. At the age of sixteen I read that intolent compendium of tediousness, Kant's 'Critique of Pure Reason,' from beginning to end, and yet I was enchanted. Emerson, who in his essays was my intellectual proctor in those days, had, in his divinely allusive fashion, hinted that there was rich meat in Kant and I chewed the German philosopher's words with self-photic relish and never once suspected that I was not, in doing so, growing big with wisdom."

"Nowadays I am occasionally bored out of a profound loyalty to a writer, or from a vague sense of duty. Milton bore me now on an average of once every six months."

"My loyalty to writers whose works I have admired and loved grants these writers full liberty to bore me. I do not admit the right of others to presume so much. Henry James is so favoured, and George Moore, and D. H. Lawrence, and Joseph Conrad. Few writers charm me as much as Moore, no one I think has a more seductive prose style and yet I could not read 'In Single Stripes' and I foundered on 'A Story-Teller's Holiday.' I could feign attention to D. H. Lawrence during the interminable spinning of 'Women in Love' and Aaron's Rod, because I consider 'Sons and Lovers' among the great novels of our time. I keep on reading Wells with great weariness and exasperation because of 'The Island of Dr. Moreau'."

**"MARRIAGE A KIND OF
SLAVERY."**

In Colorado Springs to-day (wrote *The Daily Telegraph*) correspondent on Sept. 23rd) a beautiful pageant was given in the Garden of the Gods, depicting the progress of women, and to-morrow, in the same place, Mrs. Oliver Belmont will preside over the Western States Conference of the National Woman's Party. According to despatches from Denver, Mrs. Belmont has given an interview in which she said: "I would not recommend marriage to any girl. It is not an absolute failure, perhaps, but it is a kind of slavery." In the present economic conditions she recommends girls earning their own livelihood "to think twice before marrying." Mrs. Belmont has been twice married, each time to a millionaire, and she is one of the richest women in the United States to-day. One of her daughters by her first husband, the late William K. Vanderbilt, was the first wife of the Duke of Marlborough. It is admitted that there is a disproportionate number of divorcees in the United States, but the view expressed here by Mrs. Belmont, president of the National Woman's Party, in her advice to girls about marriage does not voice the opinion of the majority of her countrywomen. The real trouble about American marriages to-day, according to the comment from which I quote, is that so many of them, particularly amongst comparatively affluent couples, are children, and if statistics predict accurately the necessity of relying upon immigrants to sustain the population grows daily. On the other hand, many American authorities believe that the best race-immigration inter-breeding, and that immigration should be encouraged as "helping nature in the work of making one race out of the best of all blood groups."

My own researches have led me to a firm conviction of the fundamental beliefs of Christianity—*Sir Oliver Lodge*. It must never be forgotten that all human activity rests on unproved and unprovable assumptions—*Canon Barnes*. Character is a more valuable element in the life of a nation like the British—*Bishop Welton*. To multiply the people and not increase the joy is the most dismal end that could be set for human striving—*Sir William Beveridge*.

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The Union of South Africa is of interest to Europeans in the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. If they seek a career, and have a moderate capital, there is scope in South Africa for planters and farmers. And for those in need of a holiday, the country is famed as a travel and health resort.

The climate is equable. It is sunny but temperate, being neither so inclement in winter as that of Northern Europe, nor so enervating in summer as that of the East. It is a genial, wholesome climate in which Europeans thrive.

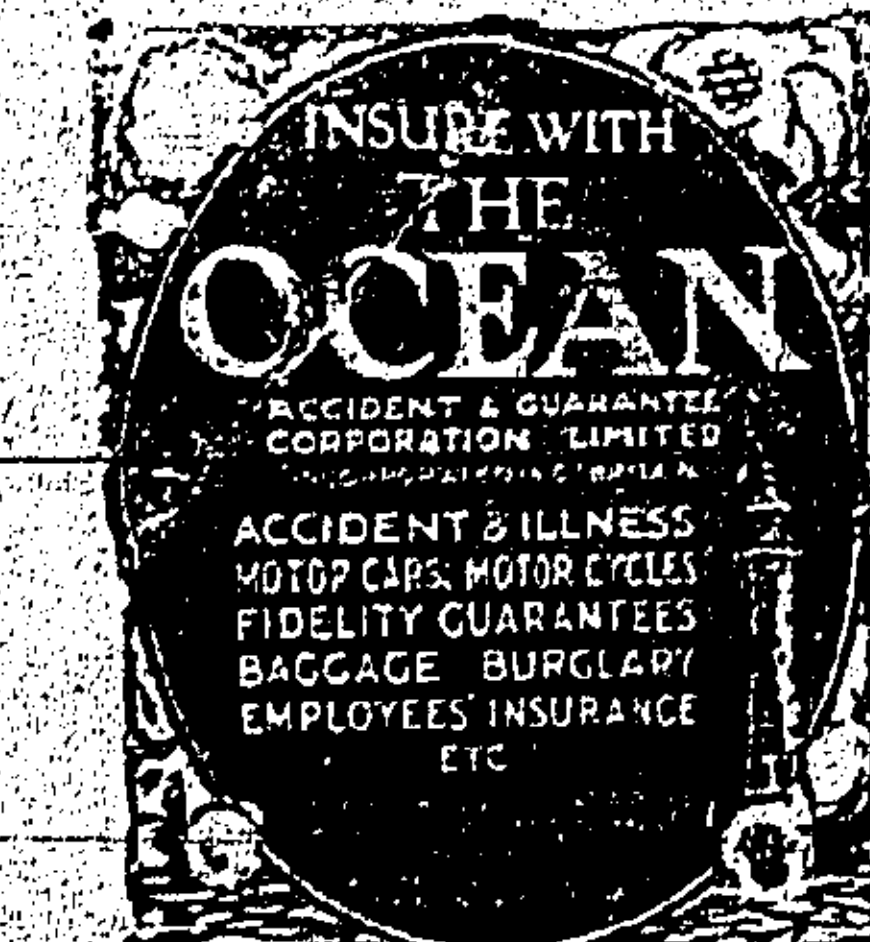
The rougher work in South Africa is done by coloured labourers and domestics. Educational facilities are good, the young can now take their University degrees in South Africa. The larger towns are modernly equipped, and many of the smaller ones are very congenial residentially. There are numerous resorts—mountain, river and marine, for an occasional change. Sport is plentiful. The cost of living and income taxation compare favourably with those elsewhere.

In short the Union of South Africa is an uncommonly attractive country. Full particulars may be obtained from the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2. Specify requirements.

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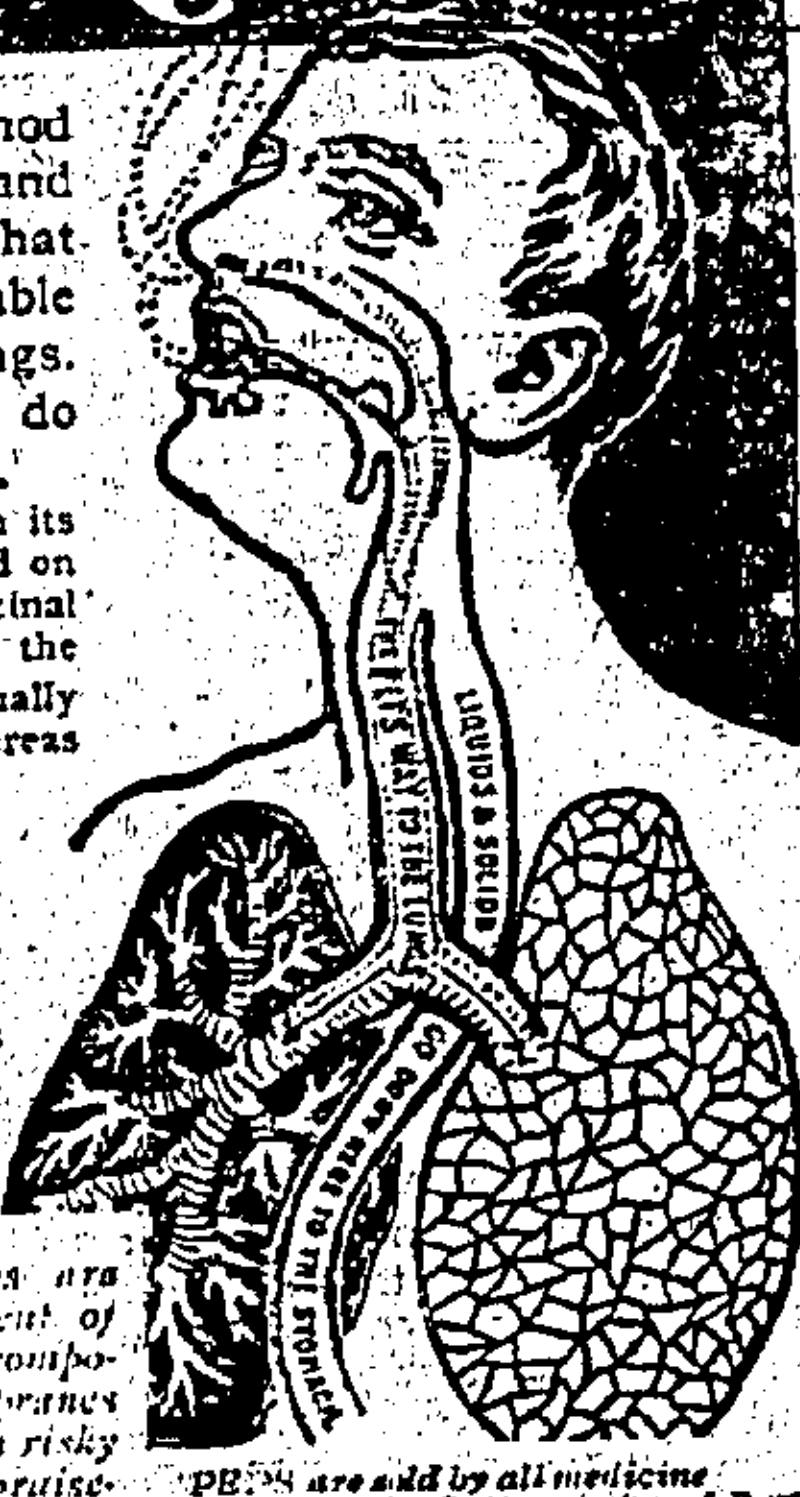
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OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
Hindenburg ...	12,250 tons	16th November
*Emil Kirdorf ...	9,000 tons	Middle of December
*Schoer ...	12,300 tons	1st half of January, 1924
*Albert Vogler ...	9,000 tons	1st half of February

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer ...	9,000 tons	22nd November, 1923
Hindenburg ...	12,250 tons	Calling at Manila
*Emil Kirdorf ...	9,000 tons	—
*Schoer ...	12,300 tons	—
*Albert Vogler ...	9,000 tons	—

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MR. MACDONALD ON RUHR "SUCCESS."

FRANCE BANKRUPT AS A NATION.

MR. BALDWIN'S POLICY.

Mr. Ramsay MacDonald, M.P., on the eve of his departure for the Near East, was entertained at dinner on September 28th at the Chantecier Restaurant, Soho, by the London Independent Labour Party.

Mr. Ramsay MacDonald said he would go away rather reluctantly, because who was to say what was going to be brought forth in Europe now? The changes that had taken place since the war, and were still taking place, were not superficial; they were fundamental, and would mark off 1914 from, say, 1939, as the Middle Ages were marked off from modern times. Nothing perhaps would more help to create the new world than what was just now happening in Germany. They were told that the French Ruhr policy had been a great success because Germany had surrendered. All that this meant was that a well-armed and powerful country had strangled a country that was broken and disarmed, and compelled it to admit that it had been beaten.

It was not a very great or heroic achievement; but all the same, it was a very important achievement—important, for good, but important for evil. It meant that France was not going to get a single mark more from Germany as the result of her triumph than she would have got if she had never put a soldier into the Ruhr. Her success meant that the means for paying reparations had been largely destroyed and France's own debt had gone up, and she had destroyed resources from which she could make good. She had "sabotaged" trade and created more political discussion than there was in Europe when she started on the escapade. She had not made Germany more honest or more able to pay.

FINCH FINANCE

He was rather surprised that more attention had not been paid to French finance. The German marks had tumbled till they were being sold in the streets of London at 100,000 for \$1. That was a dramatic representation of the fact that Germany had become bankrupt. But a nation could be bankrupt long before such a dramatic representation of its bankruptcy was possible. A nation became bankrupt the moment when, under normal conditions, it could not balance its budget. The rest was not a matter of change of circumstances but of effluxion of time. These escapades were making France bankrupt as a nation. The individual Frenchman was in a better position than the average Britisher, but France was afraid or unable—he could not say what the exact purpose was—to impose taxes on her wealthy inhabitants, to balance her budget, and to-day she had to get a loan to pay the interest on her debt, and the French National Debt had doubled since the end of the war. If America and the other Allies excused France her debt and if Germany paid France all that France was asking from her, even then there would be a deficit of 40 to 50 millions of pounds. France might borrow from her people until they began to find that Government scrip was a bad investment; the franc would go down and prices rise, and then the trouble would come.

This great success in the Ruhr had shown more than anything else since the peace the position in relation to French finance, and it had complicated the problem of European reconstruction.

He was not sure whether he was appalled or merely amused at the utter futility of the attempts of our own Government to maintain what they called the honour and influence of this nation in Europe. The old Government was active with a sort of "harum-scarum" activity, and the late Prime Minister engaged in thirteen European conferences, every one of which was absolutely successful. (Laughter.) Then his successor, Mr. Bonar Law, came with a policy of quiescence, and then Mr. Baldwin came, and the country's reputation was such that nobody paid attention to it. No Power in Europe now paid any attention to our wishes or held us in that esteem that in nine cases out of ten was more powerful in negotiation than mere force. He could understand the man who said, "Leave Europe alone to look after itself"—there was a great deal to be said for that—but you could not adopt that in the middle of the evolution of a policy for which you were largely responsible. It was necessary to finish the job first, and then adopt the new policy. But he could not understand the man who was full of patriotism, and who boasted that he "was not a Little Englander and was going to make the country great in every way, allowing the country to sink out of all importance and influence among the nations. For that was the position our Government had allowed our country to go to. Pacifism did not consist in doing nothing; the only pacifism that could succeed was that of moral right, which required as much courage as military power. What we wanted was a new mentality and a new power of impartial assertion of what we consider to be right in the circumstances of the day.

It was necessary to insist on Mr. Baldwin, without delay telling us where he stood. It was not good enough to take up the paper one day and get a colourless official "communiqué," or perhaps a suggestion that the French view had been adopted. If Mr. Baldwin had surrendered, if he had changed his mind, if there had been any compromise or misunderstanding, if what he said in the House of Commons on the last day of the Session did not still embody the policy of the Government and his view had changed, then he should call the House of Commons together without delay and report as to what the country's policy was. Mr. Baldwin should do this at once and not leave the matter as a secret in the hands of two or three men.

(Continued on next column.)

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[463]

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Mr. MacDonald added that it was urgently necessary without any delay to raise again the whole question of reparations. Everything that had been done ought to be scrapped, and the question considered again *de novo*. There should be an agreement between England, France, Belgium, and Italy about the debts. There must be an agreement not necessarily as to payment, but as to terms of wiping them off. Great Britain had to take upon itself its proper responsibilities in relation to the re-creation of Europe, and it had to insist on being taken in with the other nations as a co-operator. We had to get the initiative and the power of expressing our will, and we had to start as intermediaries. We had been "elbowed out," but we must get back and declare for great moral principles in the spirit of Pacifism. The old diplomats and the military people did not understand this, but we had to assert and stand for moral principles.

INDO-CHINA

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SHANGHAI via NINGPO ...	"YUSANG" ... Friday, 2nd Nov. D.L.	
BANGKOK via HOIHOW ...	"CHUNANG" ... Friday, 2nd Nov. 9 a.m.	
MANILA ...	"WINGSANG" ... Friday, 2nd Nov. 3 p.m.	
HAIPHONG via HOIHOW ...	"LEESANG" ... Saturday, 3rd Nov. 10 a.m.	
STRAITS & CALCUTTA ...	"FOOKSANG" ... Saturday, 3rd Nov. 3 p.m.	
BANGKOK via SWATOW ...	"CHAKSANG" ... Monday, 5th Nov. 10 a.m.	
TIENSHIN ...	"CHIFSHING" ... Tuesday, 6th Nov. D.L.	
SANDAKAN ...	"MAUSANG" ... Monday, 6th Nov. 3 p.m.	
TSINGTAU via SWATOW ...	"YATSHING" ... Wednesday, 7th Nov. D.L.	
SHANGHAI via SWATOW ...	"TUNGSHING" ... Friday, 9th Nov. D.L.	
SHANGHAI via SWATOW ...	"LOKSANG" ... Sunday, 11th Nov. D.L.	
STRAITS & CALCUTTA ...	"NAMSANG" ... Monday, 12th Nov. 3 p.m.	

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"GLENGARRY" ... 2nd Nov.	Leave Hongkong.
"GLENGARRY" ... 2nd Nov.	Discharges
"GLENGARRY" ... 2nd Nov.	"GLENGARRY" ... 4th Nov.
"GLENGARRY" ... 2nd Nov.	Glen, London, Rotterdam & Hamburg.
"GLENGARRY" ... 2nd Nov.	"GLENGARRY" ... 8th Nov.
"GLENGARRY" ... 2nd Nov.	Glen, London, Rotterdam and Hamburg.
"GLENGARRY" ... 2nd Nov.	"GLENGARRY" ... 10th Dec.
"GLENGARRY" ... 2nd Nov.	Glen, London, Rotterdam & Hamburg.

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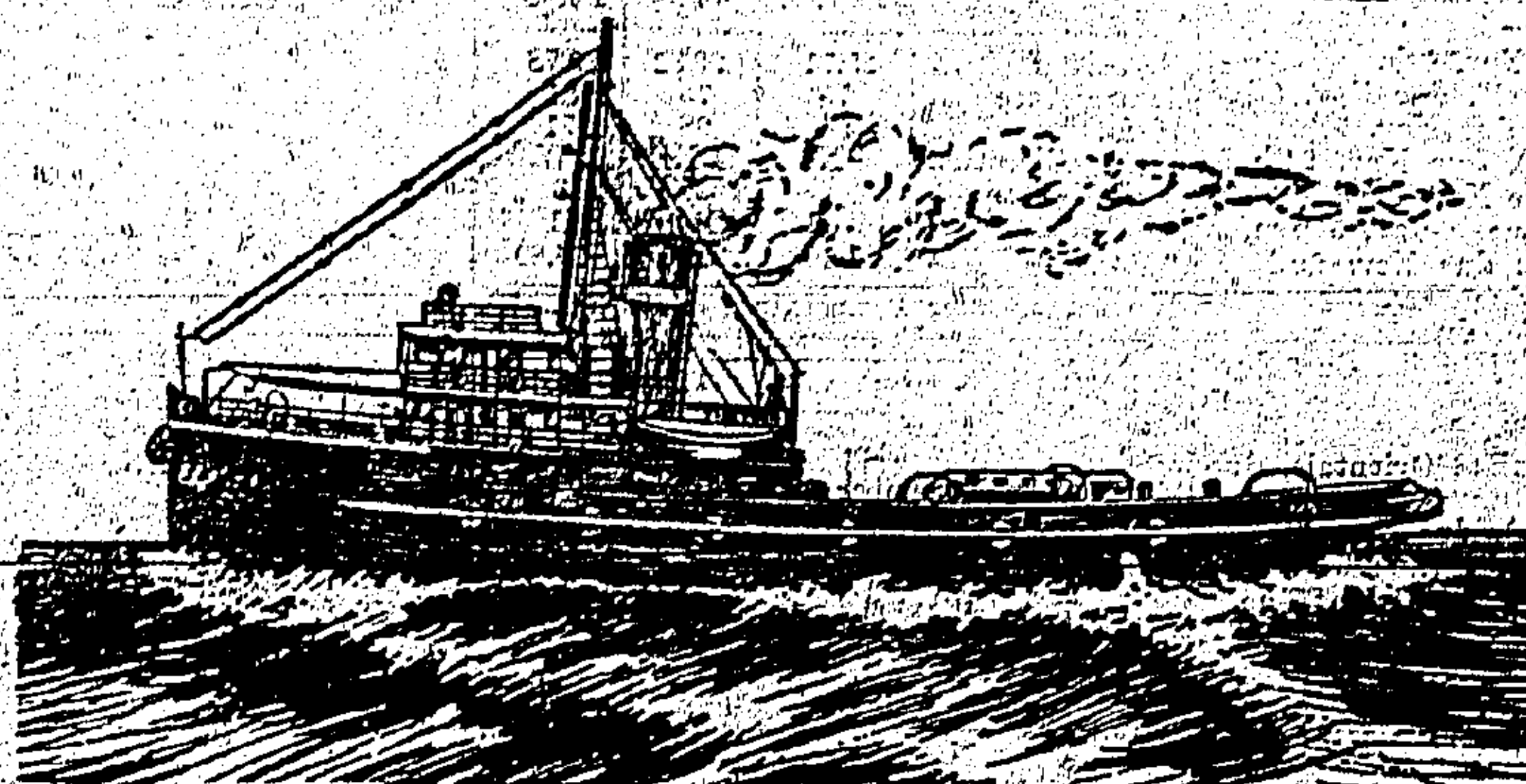
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SHIPPING NEWS

ARRIVALS

October 23rd.
Euryalus, British str., 3,325 tons, Capt. C. F. Melling, from Kobe, with a general cargo, lying at Admiralty buoy No. 2-B & S.
Thaiphong, French str., 371 tons, Capt. Y. de Vaillant, from Saigon, with rice and flour, lying at buoy No. A10—Fook Tai Cheong.
Ngai Taitan, Chile str., 288 tons, Capt. Leung Loug, from Kwang Chow Wan, with a general cargo, lying at Yung Tai Hing wharf—Hong On & Co.
Huanna, British str., 1,141 tons, Capt. C. H. Jones, from Dalny, with a general cargo, lying at buoy No. C14—B. & S.
Brins, French str., 317 tons, Capt. A. Monanteau, from Hoihow, with a general cargo, lying at buoy No. C20—Tai, Woo & Co.
October 31st.
Chingling, British str., 1,199 tons, Capt. H. W. Chandler, from Tientsin, with a general cargo, lying at buoy No. C37—J. M. & Co.
Erland, German str., 3,597 tons, Capt. H. Fokhorn, from Hamburg and Manila, with a general cargo, lying at Kowloon wharf—Arnhold & Co.
Zackning, British str., 1,857 tons, Capt. F. Mooney, from Kobe, with a general cargo, lying at Kowloon wharf—J. M. & Co.
Hai Foon, British str., 1,148 tons, Capt. Ellis Walker, from Swatow, with a general cargo, lying at Douglas wharf—Douglas, Lamark & Co.
Hydrangea, British str., 361 tons, Capt. W. Hywer, from Swatow, with a general cargo, lying at Chiu On wharf—Chiu On S.S. Co.
Kiungwan, British str., 1,548 tons, Capt. E. P. Partridge, from Bangkok and Swatow, with a general cargo, lying at Stonecutters—B. & S.
Karung, Chinese str., from Canton, lying at buoy No. B36.
London Maru, Japanese str., 4,313 tons, Capt. T. Kamishii, from Shanghai, with a general cargo, lying at Stonecutters—O.S.K.
Vulturnus, Dutch str., 707 tons, Capt. E. Borger, from Tamsui, lying at A.P. Co. wharf—Asiatic Petroleum Co.
Yurich, Chinese str., 865 tons, Capt. N. Schuchro, from Kwang Chow Wan, with a general cargo, lying at Yantai—Tung Woo & Co.
Yungingwa, British str., 810 tons, Capt. Wm. Ross, from Hoihow, with a general cargo, lying at Stonecutters—Cheong Yue & Co.
Yusung, British str., from Canton, lying at buoy No. C19.

CLEARANCES

October 23rd.
Erland, for Pakhoi.
Euryalus, for Takao.
Huanna, for Canton.
Jude, for Haiphong.
London Maru, for Singapore.
Prominent, for Canton.
Sepa Maru, for Keelung.
Tokwa Maru, for Swatow.
Tamung, for Manila.
Vulturnus, for Canton.
Yungingwa, for Canton.

PASSENGERS

ARRIVALS.
 Per s.s. *Hai Foon*, on October 31st:—Miss Blanche M. Hayes, Miss V. Clynne, MacKay, Mr. Skerrett Rogers.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Australia* is due here at 6 a.m. on November 2nd (Friday), and will berth at buoy A2.
 Silk forwarded from Hongkong by *Empress of Russia* on October 28th, having been 24 days in transit.
 The P. & O. s.s. *Dunlop* arrived at London on October 29th at 9 a.m.
 The E. & A. Co. s.s. *Eastern* left Sandakan for this port on October 29th, with the outward Australasia mail, and is due here on November 3rd.
 The s.s. *Star of India* (Far East), Ltd., is expected to arrive here from Shanghai on November 3rd.
 The s.s. *Antiochus* (Blue Funnel), arrived at Roston on October 20th.
 The s.s. *Montar* (Blue Funnel), left Port Said on October 22nd for London, Rotterdam and Hamburg.
 The s.s. *St. Templar* (Blue Funnel), left Port Said on October 29th for Genoa, Marseilles, Liverpool and Glasgow.

VESSELS EXPECTED

Angkor (M.M.), due Nov. 7th.
Antiochus (Blue Funnel), due Nov. 8th.
Bengal (Blue Line), due Nov. 8th.
Calchas (Blue Line), due Nov. 24th.
Chambord (M.M.), due Nov. 22nd.
Devanah (P. & O.), due to-day, 5 p.m.
Empress of Australia, due Nov. 2nd.
Empress of Canada, due Nov. 5th.
Hedaya (Blue Funnel), due to-day.
Lepapi (Spanish Royal Mail), due Nov. 2nd.
Memnon (Blue Funnel), due to-morrow.
President Grant (Admiral Oriental), due November 4th.
Shimo Maru (T.K.K.), due Nov. 7th.
Stella (P. & O.), due Nov. 2nd.
Thesus (Blue Funnel), due Nov. 26th.
Victoria, due Nov. 9th.

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C.P.R. ENTERPRISE.

BIG VANCOUVER PROGRAMME

Mr. Beatty, President of the Canadian Pacific Railway, speaking before the Board of Trade last month, insisted that the position in the Dominion demanded the most rigid economy in all forms of Government expenditure. Canada was vitally concerned in the state of Europe, for, without the solvency of her best customers, stable markets were not possible. He declared that there was urgent need of settlers to develop the latent wealth of the Dominion and so lighten the heavy burden of taxation. He pointed to the fact that there were twenty-five million acres of fertile land within fifteen miles of the railways which were undeveloped as evidence of an unsatisfactory state of affairs, and announced the immediate construction by the company of two large Pacific coastal vessels, and the immediate completion of another ocean pier eleven hundred feet long. The entire local programme involved, Mr. Beatty stated, an expenditure of several million dollars.

HOW MANY ROPES HAS A SHIP?

QUESTION THAT FEW WILL ANSWER CORRECTLY.

If you were to ask the average landsman—and, probably, not a few modern sailors—how many ropes there are in the rigging of a sailing ship they would, if they ventured upon any answer at all, guess a matter of thousands. Down at the docks looking up at the tangled tangle of any sailing vessel, you would be inclined to regard the task of computation as little short of impossible. Yet it is a very easy matter, for there are only five ropes aboard a ship.
 Of course, there is in some sort a catch about it: but the fact remains that only five pieces of the gear of a ship are called ropes. The rest are lines, sheets, gaskets, and the like.
 The five ropes are:
 The main-rope, or what a landsman might call the rope "hand-rail" of the accommodation ladder.
 The foot-rope, which is strung beneath the yard from mast to yard-arm, and on which the men stand when handling sail.
 The belt-rope, that is the rope which edges the sail as the helm of a handkerchief.
 The bucket-rope, or bucket handle.
 The hell-rope.
 Some old sailors will quote the tow-rope as a sixth, but that is not correct, because it is more properly called the hawser.
 Apart from these, nothing aboard a ship is technically a rope. A landsman may call them ropes, but then a landsman thinks wrongly that a sheet is a sail and a hand-rail a knot.
 Next time you happen to see a sailing ship try the question on a friend, and let him waste a few minutes in trying to estimate the number of lifts, and buntlines, and clew-lines, and braces.
 He will never guess that there are only five ropes among the lot of them.

WEATHER REPORT.

October 31st at 1835.—Pressure has decreased moderately at Chefoo and increased slightly elsewhere. The depression is still shown over S.W. China, filling up. Hongkong rainfall for the 24 hours ending at 18 hours, 31st October, 14.35 inch. Total since January 1st, 108.02 inches, against an average of 80.62 inches.
 The forecast for the 24 hours ending at 18 hours, 1st Nov., is as follows:—
 Direction Force
 Formosa Channel S. or variable winds, moderate; fair.
 Hongkong to Gap Rock do.
 South coast of China between Hongkong and Lamocka do.
 South coast of China between Hongkong and Hainan do.

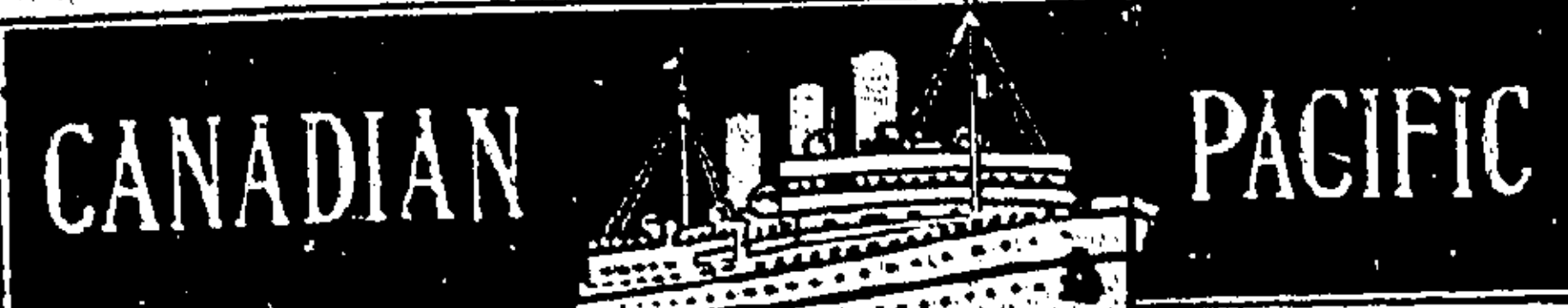
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 31st		Previous Day	On Date	On Date
Day	at 2 p.m.	at 6 a.m.	at 3 p.m.	at 9 p.m.
Barometer	29.71	29.82	29.78	
Temperature	75	73	81	
Humidity	94	88	71	
Wind Direction	N	ENE	W	
Force	1	1	3	
Weather	od	ORLT	C	
Rain	1.40	0.00	14.69	

Highest open-air temperature on 30th 79.
 Lowest open-air temperature on 31st 72.

HONGKONG TIDE TABLE

From November 1st to 7th, 1923.		HIGH WATER		LOW WATER	
Days of Week	Days of Month	Hk Kong Standard Time	Height	Hk Kong Standard Time	Height
Thur.	1	6.38	7.0	9.18	2.7
Fri.	2	1.49	8.7	10.30	2.6
Satur.	3	5.54	8.1	11.31	2.5
Sun.	4	6.18	8.5	12.37	2.4
Mon.	5	6.45	8.9	0.19	2.3
Tues.	6	7.14	9.4	0.50	2.2
Wed.	7	7.45	9.7	1.18	2.1
Ed.	8	8.13	10.0	2.10	2.0
	9	8.18	10.2	2.9	1.9



HOME VIA CANADA

Hongkong to England

From	To	Due
Hongkong	England	
Empress Canada	Nov. 17 Dec. 3	Dec. 13 Dec. 20
Empress Russia	Nov. 29 Dec. 17	Dec. 27 Jan. 3
Empress Australia	Dec. 21 Jan. 9	Jan. 16 Jan. 23
Empress Asia	Jan. 10 Jan. 28	Feb. 5 Feb. 15

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

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 STEAMERS
 KOREA MARU 20,000 tons, Nov. 5th.
 SHINYO MARU (calling at Manila) 22,000 tons, Nov. 16th.
 SIBERIA MARU (calling at Dairen) 20,000 tons, Nov. 28th.
 TAIYO MARU 22,000 tons, Dec. 18th.
 TENYO MARU (calling at Manila) 22,000 tons, Jan. 6th, 1924.

HONGKONG TO YOKOHAMA.

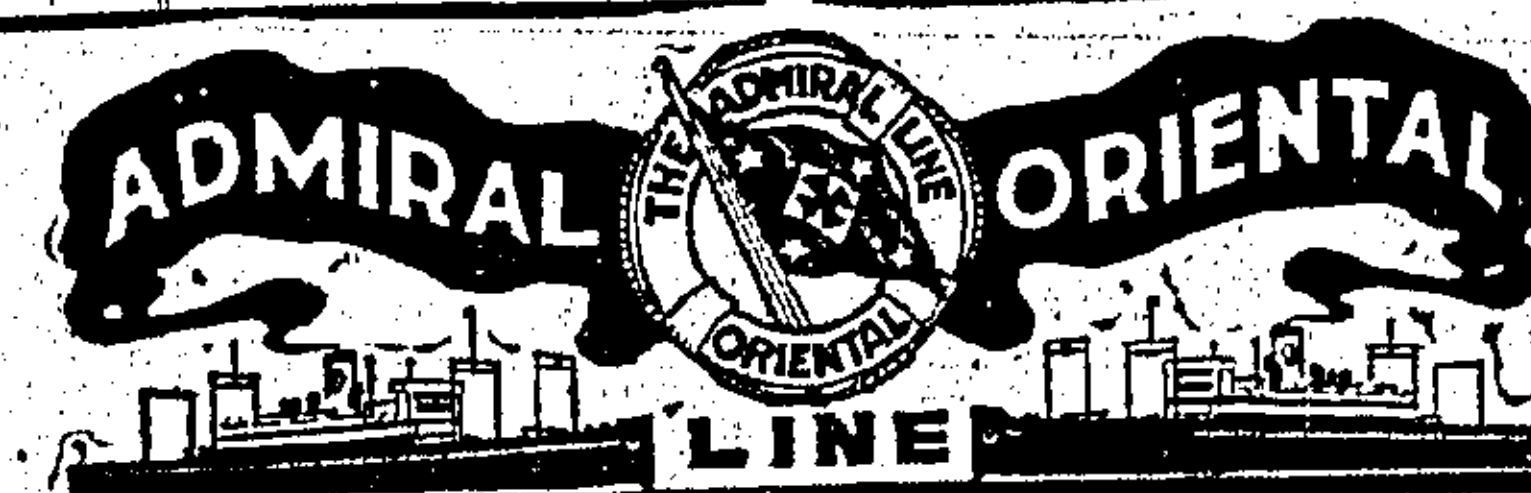
VIA JAPAN, HONOLULU, HIO, SAN FRANCISCO.
 JAPAN, PEDRO, MANZANILLO, BALBOA.
 CALLAO, MOLLEND, ARIKA AND IQUIQUE.
 THENCE BY TRANS-ANDER ROUTE TO BUENOS AIRES.
 STEAMERS
 SEIYO MARU 14,000 tons, December 4th.
 RAKUYO MARU 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, YOKOHAMA, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
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 PERSIA MARU (Batavia, Samarang & Sourabaya) November 2nd.
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 SS. "C. LOPEZ Y LOPEZ" 18th Dec.
 SS. "ISLA DE PANAY" 8th Feb. 1924.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
 SS. "C. LOPEZ Y LOPEZ" 18th Jan. 1924.
 SS. "ISLA DE PANAY" 18th Jan. 1924.
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SHANGHAI-KOBE-YOKOHAMA.
 "PRESIDENT GRANT" Nov. 6th.
 "PRESIDENT MADISON" Nov. 18th.
 "PRESIDENT MCKINLEY" Nov. 30th.
 "PRESIDENT JACKSON" Dec. 12th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" Nov. 9th.
 "PRESIDENT MCKINLEY" Nov. 21st.
 Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.
 For Passage and Freight Booking apply to
 ADMIRAL ORIENTAL LINE.
 Hongkong and Shanghai Bank Building (Ground Floor).
 Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW-AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT PIERCE" Wednesday, Nov. 7th.

S.S. "PRESIDENT LINCOLN" Wednesday, Nov. 21st.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.
LOS ANGELES		
SALT LAKE		
CHICAGO		
NEW YORK		

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" Monday, Nov. 18th.

S.S. "PRESIDENT TAFT" Monday, Dec. 3rd.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" November 2nd, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.
 Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3332. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America: G.2405, G.2420, G.2440.

ITO MARU Monday, 5th Nov., at 11 a.m.
 SHIZUOKA MARU Tuesday, 20th Nov.
 MAREUILLES, LONDON & ANTWERP via Singapore, etc.
 HARUNA MARU Wednesday, 7th Nov.
 HAMBURG via LONDON & ROTTERDAM.
 TOYOHASHI MARU Middle of Nov.
 LIVI RFOOL via MAREUILLES & VALENTIA.
 LYONS MARU Sunday, 4th Nov.
 SYDNEY & MELBOURNE via Manila, etc.
 MISHIMA MARU Friday, 2nd Nov., at 11 a.m.
 AKI MARU Wednesday, 14th Nov., at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 TAKAOKA MARU Saturday, 24th Nov.
 BURNOS AIBES via Singapore, Durban & Cape Town.
 KAWACHI MARU End of Nov.
 BOMBAY via Singapore and Colombo.
 HAKODATE MARU Saturday, 10th Nov.
 CALOITTA via Singapore, Penang & Rangoon.
 CALCUTTA MARU Sunday, 4th Nov.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU Thursday, 22nd Nov.
 SHANGHAI, KOBE & YOKOHAMA.
 ATSUTA MARU Wednesday, 7th Nov.
 HOLLAND MARU Wednesday, 7th Nov.
 PENANG MARU (Moj, Kobe & Yokohama) Sunday, 11th Nov.
 TAMRA MARU Sunday, 18th Nov.
 For further information apply to—
 NIPPON YUSEN KAISHA
 Telephone: Central Nos. 294, 298 & 2423. U. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



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Boilers, Makers, Founders and Constructional Engineers and Repairers.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

"CITY OF HANKOW"	10th November	Hankow, London, Rotterdam & Hamburg.
"CITY OF PARIS"	13th November	Shanghai and Japan.
"CITY OF KARACHI"	14th December	Marseilles & London.
"CITY OF PARIS"	2nd January	Do.
"CITY OF GANTERBURY"	31st February	Do.
"CITY OF YORK"	30th March	Do.
"CITY OF CAIRO"	18th April	Do.

FARES TO LONDON.

Single 1st Class "A" ... 2 92. "B" ... 2 84.	2nd Class "A" ... 1 63. "B" ... 1 56.
Return "A" ... 1 161. "B" ... 1 147.	"A" ... 1 108. "B" ... 98.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF ORAN"	via Suez Canal	15th Nov.
S.S. "TEUCER"	via Suez Canal	15th Nov.
S.S. "AJAX"	via Suez Canal	15th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & Co., Ltd., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for S'hai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORILLI	—	—	13th Nov.
PORTHOS	—	—	27th Nov.
ANGKOR	8th Oct.	7th Nov.	11th Dec.
CHAMBERLAIN	19th Oct.	22nd Nov.	20th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	8th Jan. 1924.
ANDRE LEBON	16th Nov.	20th Dec.	22nd Jan. 1924.
AMBOISE	30th Nov.	3rd Jan.	5th Feb. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).

A Class (1st Class) ... 85. 0s. 0d.	B Class (1st Class) ... 89. 0s. 0d.
STEAMERS (2nd) ... 68. 0s. 0d.	STEAMERS (2nd) ... 62. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

loading for HAVRE, ANTWERP, & DUNKIRK, about

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

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CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	Capt. Ellis Walker	Friday	2nd Nov. at 1 p.m.
HAIPHONG	Capt. J. S. Thomson	Tuesday	6th Nov. at 1 p.m.
HAIPHONG	Capt. W. C. Fawcett	Friday	9th Nov. at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.



JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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MITSUBISHI SHOJI KAISHA

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(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"CALEDONIA"	7,823	2nd Nov., Midnight	B'way, Marr, Gib., L'don & A'werp
"NELORE"	6,853	8th Nov., Noon	Marr, London, Antwerp & R'ham.
"SICILIA"	6,813	14th Nov.	Spain, Penang, Colombo & Bombay
"MALWA"	10,941	18th Nov.	Marr, Gib., London & Antwerp
"NTANZA"	7,023	24th Nov.	Marr, L'don, A'werp & R'ham.
"KALYAN"	9,083	30th Nov.	Marseilles, London & Antwerp
"SOUFAN"	6,686	13th Dec.	Spain, Penang, Colombo & B'way
"DEVANHA"	8,097	14th Dec.	Marr, London & Antwerp
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Marr, Gib., L'don & A'werp

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	11th Jan.	Marseilles & LONDON
"MACEDONIA"	11,089	25th Jan.	via Usual Ports of Call.
"KASHGAR"	8,840	8th Feb.	do.
"MOORE"	10,911	22nd Feb.	do.
"KARMA"	9,083	7th March	do.
"VALDEIRA"	15,893	21st March	do.
"KHYBER"	9,014	4th April	do.
"CHINA"	7,823	18th April	do.
"KALYAN"	9,083	2nd May	do.
"KASHMIR"	8,840	16th May	do.
"KHIVA"	9,097	30th May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILIA"	5,206	8th Nov.	Singapore, Penang & Calcutta.
"JAPAN"	6,058	14th Nov.	do.
"TANDA"	6,958	8th Dec.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov., Noon.	Manila, Sandakan, Thursday
"EASTERN"	4,000	1st Dec.	Ireland, Townsville, Brisbane,
"ARAFURA"	6,000	5th Jan.	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Royal Mail Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southwestern and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"DEVANHA"	8,097	2nd Nov., 4 p.m.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov., 4 p.m.	Shanghai.
"EASTERN"	4,000	8th Nov.	Moji & Kobe.
"TANDA"	6,958	13th Nov.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"SOUFAN"	6,686	30th Nov.	Shanghai.
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.
First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "SLAVIC PRINCE"	on 4th November.
S.S. "EASTERN PRINCE"	on 25th November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

8, George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Buss and Port Said.

RIO DE JANEIRO SANTOS, & BUENOS AIRES—via Saigon	—	—
Singapore, Colombo, Durban and Capetown.	—	—
"CANADA MARU" (Calls at Montevideo)	Friday	2nd Nov.
BOMBAY via Singapore and Colombo.	—	—
"CELEBES MARU" (Calls at Penang)	Sunday	4th Nov.
SAIGON, SINGAPORE & BANGKOK	Tuesday	20th Nov.
"BUSHO MARU"	—	—
CALCUTTA via Singapore & Rangoon.	Thursday	1st Nov.
INDO MARU	—	—
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan	Wednesday	14th Nov.
"ALABAMA MARU"	—	—
NEW YORK via Japan Ports, San Francisco and Panama.	Wednesday	21st Nov.
"HAYAMA MARU"	—	—
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.	Beginning of Nov.	—
"BURMA MARU"	—	—
KEELUNG, SWATOW & AMOY.	Thursday	15th Nov.
"KAIYO MARU"	—	—
"AMAKUSA MARU"	Sunday	4th Nov. 10 a.m.
TAKAO, SWATOW & AMOY.	Sunday	11th Nov. 10 a.m.
"SOBEY MARU"	—	—
TAKAO & KEELUNG	Thursday	8th Nov. 8 a.m.
"BATAVIA MARU"	—	—

For further particulars please apply to—

OSAKA SHOSEN KAISHA,

K. SHIMA, Manager.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW & SINGAPORE	"CHINHUA"	On 1st Nov. 11 a.m.
SWATOW, SHANGHAI & FUKOW	"KANCHOW"	On 2nd Nov. 10 a.m.
SHANGHAI	"CHUNGKING"	On 2nd Nov. 11 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 3rd Nov. 10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 4th Nov. D.L.
SWATOW & SINGAPORE	"CHENAN"	On 4th Nov. 4 p.m.
CHERPOO & NEWCHOWANG	"HUNAN"	On 6th Nov. D.L.
AMOY & SHANGHAI	"RUNNING"	On 6th Nov. D.L.
SWATOW & BANGKOK	"KINGTUAN"	On 6th Nov. 10 a.m.
MANILA	"TEAN"	On 6th Nov. 10 a.m.
WEIHAWEI, DALNY & NEWCHOWANG	"TIENTSIN"	On 7th Nov. 4 p.m.
SWATOW & SHANGHAI	"LUCHOW"	On 8th Nov. D.L.
TIENTSIN	"KUEICHOW"	On 8th Nov. 10 a.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 8th Nov. 4 p.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 10th Nov. D.L.

SHANGHAI LINE.—Excellent Saloon, 43322 tonnage, 4 masts, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Pakow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all East and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. 1st & Ant. Ports
"CHANGSHA"	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOLTON CASTLE" ... sailing on or about 19th Nov.

S.S. "MUNSTER CASTLE" ... sailing on or about 19th Dec.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about Beginning Dec.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA" ... sailing on or about 6th Nov.

S.S. "FIUME" ... sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" ... sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.

Telephone Central 1030.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT STEAMERS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Wear Cactus" ... Due Hongkong 5th Nov. Leave Hongkong 7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S.B. "West Prospect" ... Due Hongkong 25th Nov. Leave Hongkong 27th Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Mahwah" ... Due Hongkong 2nd Dec. Leave Hongkong 4th Dec.

For Full Information Apply to

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